



Hongkong Daily Press.

ESTABLISHED 1857

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you should fear most is Eye Strain.
He attacks you when you are care-
less and off your guard; when
you leave your precious eyesight
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GUARD YOUR EYES
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No. 20,072

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HONGKONG, FRIDAY, OCTOBER 20th, 1922. 五拜禮

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 15 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
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4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 20 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.

Extra Car—12 midnight.
SUNDAYS.
7.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.15 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 20 minutes
11.45 p.m.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-table,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Comprode Order represented
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, September 15th, 1922, until [further] Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

STATIONS		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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HONGKONG.

SPORT.

CRICKET.

INTERPORT TRIAL MATCH.
The following teams have been chosen to play in an Interport Trial match at the Club ground to-morrow (Saturday) at 1.30 p.m. sharp:—

R. Hancock (Capt.), T. E. Pearce, L. J. Davies, Capt. P. Havelock Davies, G. Sayer, E. R. Reed, Rev. E. Quick, R. E. A. Webster, B. D. Evans, Capt. C. O. Oliver, E. G. Lammer and Major Matthews.

A. E. Wood (Capt.), H. Owen Hughes, C. Stapleton, A. A. Ramjahn, A. C. Gace, Capt. R. J. Fleming, D. E. Donnelly, Lieut. Bacon, C. F. Alexander, F. J. de Borne, E. J. R. Mitchell and Capt. Dods.

U.R.C. UNIVERSITY.

The following have been selected to represent the Indian Recreation Club in a match against the University to-morrow (Saturday) at 2.15 p.m. at Sookimpo Valley:—Abbas Khan, C. H. Bhogal, A. H. Ramjahn, S. A. Curran, S. A. Ismail, Sirdar Khan, E. A. Moosdeen, N. M. Bux, H. Madar, S. A. Ramjahn and F. M. Arculi.

HOCKEY.

In their first match of the season, played on Wednesday, on the U.S.R.C. ground at Kowloon, the Hongkong Hockey Club suffered a defeat at the hands of the Grenadiers, by 6 goals to 2.

GOLF.

AN AMATEUR GOLFER DEFINED.

The long expected announcement of a modification in the Royal and Ancient Club's definition of an amateur, has been recently made, and, as had been anticipated, the result is to bring the definition adopted in Great Britain into line with that prevailing in America. The following are the definitions which have been adopted by the Championship Committee of the R. and A. and also by the United States Golf Association:—

An amateur golfer is one who, after attaining the age of 16 years, has not: (a) Carried clubs for hire; (b) received any consideration, either directly or indirectly, for playing or for teaching the game, or for playing in a match or tournament; (c) because of his skill as a golfer received, after December 31st, 1922, a salary or remuneration either directly or indirectly, from any firm dealing in goods relating to the playing of the game; (d) played for a money prize in any competition. Note: The acceptance without payment of golf balls, clubs, or golf merchandise will render a player ineligible to compete in the Amateur Championship.

A professional golfer is any player who has played for a money prize or has received payment for playing or teaching the game.

Apparently amateur golfers who because of their skill as golfers, hold appointments in firms dealing in goods used in the playing of the game are to be given until the end of the present year in which to decide whether they will resign those appointments or be debarred from taking part in the amateur championship.

PRINCE OF WALES AS A GOLFER.

CAPTAINCY OF ST. ANDREWS.

Amidst the plaudits of the crowd, which, despite the persistent rain, numbered over 5,000, H.R.H. the Prince of Wales, on September 26th, played himself into the captaincy of the Royal and Ancient Golf Club at St. Andrews, in which he succeeded Earl Haig, this morning by driving off the first tee ball and, according to time-honoured custom, became the winner of a Silver Club, and the Queen Adelaide Medal.

The Prince was accompanied to the first tee by Mr. Norman Boase, a member of the Green Committee, while Andrew Kirkcaldy, the Club's veteran professional, led the Prince's ball.

When the Prince drove off there was a scramble for the ball, which was secured by a caddy, when the Prince shook by the hand and paid the usual sovereign.

The Prince of Wales was brave but nervous in front of the army of photographers and cinematographers round the tee.

He "scooped" the ball, hitting the ground behind it. The ball bumped 50 yards down the course like a cannon shot.

Simultaneously it was announced that the Prince was well and duly elected.

The Prince of Wales laughed heartily in response to the cheers, saying "I might have done better; I feel a bit shaky."

The Prince of Wales was in typical golfing attire and did what many of his predecessors have shirked—he played a round in the afternoon, followed by a crowd of spectators.

STANDARDISATION OF GOLF BALLS.

A London cable to Indian papers states that as a result of six experimental competitions it has been established that beyond a certain point an increase of weight in relation to size diminishes suitability of the ball as an implement for golfing. The experiments were carried out with such scale balls as 1.68 inch diameter 27 pennyweights and 1.62 25 pennyweights. Opinion is practically unanimous that the use of these adds considerably to the interest

(Continued at foot of next column.)

DIOCESAN BOYS' SCHOOL INTER-HOUSE SWIMMING SPORTS.

These sports were held at the V.R.C. Pond yesterday afternoon, the four Houses—Brown, Blue, Yellow and Green—competing against each other. A boy who got a first in a race scored five points for his House; a second scored three points. In the Team Race a first scored 5, a second 3 and a third 1.

There were no prizes. Brown House scored a total of 37 points. Blue " " " " 32 " " " " 30 " " " " 26 " " " " 20 " " " " 15 " " " " 10 " " " " 5 " " " " 0 " " " " 0.

Thus Green House proved to be Cock House in the afternoon's sports; the results, however, are not final. In addition to these points all boys can score points for their House as follows:—A boy who can swim 2 lengths scores 5 points; a boy who can swim 1 length scores 3 points; a boy who can swim 1 breadth scores 1 point.

During an interval 3.30 p.m.—4 p.m. the Prefects and House Committees had tea, and the proceedings closed with a vote of thanks to the Committee and Secretary of the V.R.C. and cheers for the Staff and House Committees.

SENIOR.

Two LENGTHS.—1, Kosajothim (Br.) 5; 2, E. Zimmern (G.) 3.

FOUR LENGTHS.—1, E. Zimmern (G.) 5; 2, Cheung Yee Wing (G.) 3.

Two LENGTHS (BREAST).—1, Kotwall (Blue) 5; 2, P. Pau (Y.) 3.

ONE LENGTH (BACK).—1, Cheung Yee Wing (G.) 5; 2, Kotwall (Blue) 3.

Low DIVE.—1, Wong Kam Cheung (Br.) 5; 2, Cheung Yee Wing (G.) 3.

High DIVE.—1, J. Guterres (Blue) 5; 2, Chan Hink Kui (Br.) 3.

TEAM RACE (4 boys, 2 lengths, each boy).—1, Brown House (Br.) 5; 2, Green House (G.) 3; 3, Blue House (Blue) 1.

JUNIOR.

Two LENGTHS.—1, Remedios (Blue) 5; 2, Stridmoor (G.) 3.

FOUR LENGTHS.—1, Remedios (Blue) 5; 2, Edwards (G.) 3.

ONE LENGTH (BREAST).—1, Hamson (Br.) 5; 2, Remedios (Blue) 3.

Low DIVE.—1, Wong Kam Pai (G.) 5; 2, Wong Kam Cheung (Br.) 3.

TEAM RACE (4 boys, 2 lengths, each boy).—1, Blue House (Blue) 5; 2, Green House (G.) 3; 3, Brown House (Br.) 1.

PAKHOI IN 1921.

HOW LONG WILL LABOUR STAND IT?

Mr. H. Logan Russell, acting Commissioner of Customs at Pakhoi, reporting on the trade of the port in 1921, writes:—

The year was a trying one for Chinese and foreigners alike, and throughout practically the whole of 12 months all were kept in a state of uncertainty and apprehension, anything but conducive either to trade remunerative to the full or to that peace of mind which enables close attention to daily pursuits, be they what they may. If it was not uncontrolled soldiery everywhere, living and gambling on forced contributions from the populace or on part proceeds of the sale of opium, and running about with firearms discharged regardless of the danger to those around, it was bandits or pirates, the result of whose doings within even a few miles of the town were seen not only in the number of maimed and injured who applied for aid at the foreign hospitals, but also in the frightened faces of the country-folk (men, women and children) driving their tired animals before them in their flights from these veritable pests. The thought that not only could all this suffering and loss be avoided, but that this part of the province could be made productive to a far greater extent than at present, were peace, even for a spell, ensured to the land, makes one pause and wonder how long it will be before the men in the street and in the fields join forces and create for themselves an administration which will see that law and order—in reality easier to obtain in no country than in China—is maintained, with peace assured to those who have been denied it for so long, and whose very existence as a united whole is, perhaps now more than ever, largely dependent upon it.

Mr. H. Logan Russell, acting Commissioner of Customs at Pakhoi, in his report for 1921, says in regard to Opium:—In spite of the trade in the drug having been illegal for some years past, not only is native opium (mostly from Yunnan) obtainable locally without much difficulty, but opium-smoking in the port is still largely indulged in, whilst in the interior I am told by those who have visited the larger towns and marts inland, it is carried on more or less openly. The soldiery (or rather those in command of them) who overran the district during the greater portion of the year made no little profit, it is said, out of their dealings in the drug—mostly Yunnan raw opium prepared labor in Pakhoi.

and enjoyment of the game. The majority prefer the larger and heavier of the two. It is hoped that if makes of this character are placed on the market the standard of weight in relation to size can be established, which will be satisfactory to a hundred per cent. of players.

ROYAL HONGKONG YACHT CLUB.

THE ANNUAL REPORTS.

The report of the General Committee for the season 1921-1922:—
The bar profit for the year is \$476.52, an increase of \$18.00 over the preceding year despite the fact that sales are down by \$241.30.

Subscriptions from sailing and rowing members have increased by \$438; bathing subscriptions are also up by \$120.

During the year the use of the slipway was discontinued on being removed from the old V.R.C. premises, and its subsequent working has, therefore, resulted in a loss of \$133.70 (expenses \$233.20 less fees received \$71.30) as against a profit last year of \$19.25.

A donation to the library of \$187 was made during the year, being the usual grant of \$100, plus binding and other expenses \$17.

The year's working resulted in a loss to the Club of \$1,006.53, as against a profit on the previous year of \$413.20. Income has increased by \$1,003.78, but expenditure is in excess of the previous year by \$2,423.51.

Sailing entrance fees, \$570 were insufficient to meet cost of sailing prizes by \$162, the previous year showing a small deficit of \$2.70. Subscriptions collected to meet cost of regatta were short by \$7.95 of regatta expenses; last year the Club made a profit under this heading of \$33.21. Interest is up by \$1.38, and there is a new item of revenue in the form of an anonymous donation of \$230.

Turning to the balance sheet, reserve account has increased by \$2,449.47 through the generosity of Commodore F. Smyth who defrayed the cost of reclamation, extension, and turfing lawns, etc., in the sum of \$2,700, which with members' entrance fees, \$696, less loss \$1,006.53, has increased the Club's net assets to \$9,592.80.

The additions to Club House—\$388.50, consist of flag staff, flags, furniture, etc., and depreciation to that amount has been written off.

During the year Messrs. A. G. Lamplugh and S. E. Columbia, resigned the Hon. Secretaryship and Hon. Treasurer'ship, respectively and Messrs. F. G. Vaux and T. A. Martin were appointed in their stead.

REPORT OF SAILING COMMITTEE.

The sailing season was a successful one with plenty of heavy breeze racing.

The Racing Yacht Club Championships were won by Diana, Mr. S. Berg, Lilan, Messrs. F. G. Vaux and C. E. L. Grist, (1 mile), Mr. H. S. House and T. W. T. Messrs. J. Thayer and D. Ralph, whilst in the Cruiser Classes, Azuma, Mr. P. M. Hodgson and Lady Jean, Mr. E. M. Raymond were successful in the English and Chinese rigs respectively.

The Challenge Cups of Gael and Heyward-Hays classes were won by Gael, Capt. A. W. Taylor and Adanac, Capt. W. Davison, R.N.R.

The six new yachts in the Heyward-Hays Class gave very good sport and provided plenty of protests as the result of hard-sailing.

We welcome Sea Queen III, Mr. F. Stone, to the Cruiser Class.

The Committee appeal once again to owners of the Chinese Rig class to sail their yachts in the events for the Club Championship.

A series of week-end cruises are planned for the coming season and the Committee will be glad to receive the names of the owners of any cruiser yachts who are prepared to act as "Mother" ships to the smaller classes. We anticipate that these cruises will stimulate interest, spread a better knowledge of seamanship and promote a spirit of friendly rivalry among the various classes.

The Committee are hoping to arrange a series of short lectures to be given on interesting subjects connected with our sport and have pleasure in notifying members that Mr. A. W. van Andel, has kindly consented to give a lecture on "Flags and their etiquette" on a date to be fixed later.

The Committee have drawn up a scheme for the Registration of Yacht Boys and look for the co-operation of members to make it a successful working arrangement.

The Committee have been successful in getting satisfactory tenders for repairs, shipping, etc., from a new slipway and trust it will prove to be a help and convenience to members.

The Harbour Master, Commander C. W. Beckwith, R.N., has arranged that anchorages may be available within Causeway Bay Refuge. Your Committee wish to record their thanks for his help in this matter.

The other members of the Committee wish to place on record their appreciation of the work done by Mr. A. W. van Andel in connection with the fixing of marks, starting of races and generally helping to carry out the sailing programme to a successful finish.

REPORT OF BATHING COMMITTEE.

The General Committee decided again to open the Club to approved bathing members. The subscription of \$15 in force last season was again charged but from July onwards members were admitted at a reduced rate of \$10. The facilities of the Club were thrown open to members and their families and were appreciated; the lawn extension being much used by ladies and children.

REPORT OF ROWING COMMITTEE.

This report mentions that a number of coxswains, including Messrs. Havelock Davies and McCann, will be leaving the Colony before the next regatta and it is to be hoped that the new members will take an active interest in the Rowing Section.

A new pair and four were purchased from Messrs. Sims Bros. of Patney and (Continued at foot of next column.)

SEIZING SALT REVENUES.

DEFIANCE OF PEKING BY TUCHUNS.

The following are Asiatic News Agency dispatches:—

Hankow, October 30th.

Following the example of General Chang Tso-lin, General Lu Yung-shiang of Chekiang has issued orders to the officers of the salt districts stating that owing to urgent administrative as well as military expenses, all the revenues from salt must be retained and remitted to the Provincial Treasury of Chekiang and not sent to Peking. General Lu maintains that as Chekiang is a self-governing province, government officers and officials appointed by Peking are unacceptable to this province so that he is proceeding to replace such salt officials by his own nominees. This practically means the abolition of the existing salt inspectorates in Chekiang which were established in 1913 as a result of the first re-organization loan of \$25,000,000 on the security of the salt revenues of the various provinces. Peking is persuading General Lu not to go too far on the ground that the salt revenues concern foreign interests and China's international obligations.

Altkan, October 30th.

Notwithstanding the persuasions of the Peking Government, Chang Tso-lin declined to permit the salt authorities to re-establish the salt inspectorates in Manchuria in their original form. In fact, the disputes between the Peking Government and Chang Tso-lin over the salt question are still unsettled. Chang Tso-lin has now gone one step further because he has given sanction for the establishment of a salt refinery in Manchuria with its headquarters at Yingkow for the manufacture, by modern methods of refined salt for marketing purposes. The salt refinery company of Manchuria has been organized after the methods of the well-known "Chiuta" salt refinery corporation of Tientsin, though rumours have it that there is a certain percentage of foreign interest in it, and it is reported that in return for the concession, Chang Tso-lin gets a couple of million dollars in ready cash as "contributions" from the Chinese promoters. All government officers and officials who were formerly appointed by Peking have been dismissed and sent out of Manchuria by Chang Tso-lin on the ground that they might act as political or military spies for the Chihli leaders. The telegraph and telephone administrations throughout Manchuria have been instructed in most severe terms by General Chang Tso-lin that offenders will be dealt with in accordance with military laws if any of them dare to remit funds to the Ministry of Communications in Peking either through the foreign or Chinese banks.

THE SHARE MARKET AT SINGAPORE.

DEMAND FOR RUBBER SHARES.

The Singapore Free Press of October 13th says:—

A leading Singapore share broker yesterday declared that there was more optimism and cheeriness in the air than there had been for two years. Enquiries showed that the market opened very excited and sellers of rubber shares withdrew. Quotations of the leading dollar stocks might be put roughly as 31 per cent. higher, some being as high as 50 per cent. Malacca Pindas and United Malacca being chiefly in demand, probably on Chinese gambling.

The market was also probably influenced by the news of the receipt in the afternoon of a wire from a man, understood to be a Straits official, in Java, to the effect that there were good prospects of the Estates in the Netherlands Indies coming into the scheme.

were much appreciated by our competing crews at the Repulse Bay Regatta. The boats are of the latest design and are in every way serviceable and comfortable.

The old boats are in a very bad state of repair and will not stand any further reconditioning. The Committee strongly recommend that several fours and pairs be built locally at approximately half the cost of the boats ordered from home.

Messrs. D. C. Logan and L. S. Johnson sculled round the Island on the 2nd June and 27th August respectively. They are to be congratulated on their strenuous performance which has not hitherto been accomplished.

The Rowing Captain would like to receive the names of members who are keen enough to enter for a "four" race round the Island to be held early in the winter. Crews from any Club will be eligible. An interval of several hours will be allowed for a rest and tiffin at Repulse or Deep Water Bay.

The Rowing Committee regret that Capt. Dodwell, R.A., had to resign owing to his transfer to Singapore and they would like to record their appreciation of his services on the Rowing and General Committees and the keen interest he took in the Rowing and Sailing Sections during his term of office.

The Committee wish to thank those generous members who subscribed to the Regatta Fund and for providing such a fine selection of trophies at the Repulse Bay Regatta.

Training Season 1922-23.—The Rowing Captain is pleased to report that Mr. R. Sutherland has very kindly promised to provide a launch several nights a week during the next training season for members who wish to train during the winter. The launch will leave Blaks Pier at 6.6 p.m. The days will be fixed later to suit the convenience of members. Mr. Sutherland has also offered to coach and train rowing members and being an old and experienced oarsman his assistance will be greatly appreciated by the Rowing Section.

U.S. NAVAL GUESTS ENTERTAINED.

Tiffin for five hundred at the City Hall.

The Colony's first entertainment—on a large scale—to the men of the United States Submarine Fleet took place yesterday and was an unqualified success. All the morning, the St. Andrew's and St. George's Hall were being arranged for the reception of 500 guests to tiffin. No small undertaking for caterers considering that local restaurant habitués have also to be served at the same hour. However, Mr. Alderson and Mr. Norton, of the Hongkong Hotel, and an able staff of helpers, rose to the occasion. Boys were drafted from Repulse Bay and the Peak Hotel; some were specially hired; the Royal Navy helped out with tables and undertook the decoration of the rooms; the Hongkong Furniture Stores provided extra chairs; and the dancing floor of St. George's Hall was specially protected with matting for the occasion. Everything was done in first-rate style, and the tables—furnished with good cutlery and crockery, supplied with fruit and adorned with flowers—looked really attractive.

At half-past twelve a contingent of 100 British blue-jackets arrived and distributed themselves amongst the thirty or more tables, to act as hosts. Over-zealous waiters who dashed out with soup, were "shooed" back again; the hosts would wait for the visitors. Then in trooped the guests: some one counted them and, at the right moment, the stream was headed off from St. Andrew's Hall into St. George's Hall. Within six minutes the two empty halls were filled, and everyone was seated ready to begin. The organisation was perfect, or, perhaps it would be truer to say that the men were so well-disciplined and orderly that no organisation was required.

On each table were bottles of beer and lemonade and cigars and cigarettes. The menu consisted of thick tomato soup, roast beef Yorkshire pudding and vegetables, apple tart and dessert. There was plenty for all and "two helpings" was the rule.

The cooks had their triumphs but those of the Hotel band were more spectacular. It is unquestionable that the band was the life and soul of the whole affair and the assembly was most appreciative, marking each piece with tremendous applause. There was a pleasant interval after the meal had been served and before the special cars arrived which were to take the men to the World Theatre. The four had been that this might prove too long but, on the contrary, it was, if anything, too short—hosts and guests were getting on so well together. The band played "Down on the Farm" and other popular dance tunes and the delight of the assembly was immense when an American and British seaman danced together with delicious abandon. Then "God Save the King" and "The Star Spangled Banner" were played and the assembly poured out into Wardley Street. Ten special tramcars swept, one after the other, round the curve by the cricket ground and the audience for the picture theatre was away in a few moments, with the slightest possible dislocation of the regular traffic.

At the World Theatre, as a compliment to the visitors, the "Stars and Stripes" was flying, and the American flag appeared in the centre over the entrance supported by the Chinese flag and the Union Jack. The special programme, arranged by the management gave general satisfaction and Mr. Gonzalez's band accompanied the pictures and played special music. When the party broken up, just before five o'clock, everyone seemed thoroughly delighted with the whole affair, and those responsible were well pleased, too, with the admirable behaviour of everybody concerned.

The arrangements were in the hands of a Committee, consisting of the Hon. Mr. C. Montague Ede (Chairman), the Hon. Mr. A. O. Lang (Chairman of the General Chamber of Commerce), officers of the British naval vessels in port and the Commodore's secretary (Lieut. Worthington, R.N.).

Simultaneously a number of United States Officers were entertained to a motor-car trip round the New Territory, and tiffin at Fanling. British naval officers and members of the Royal Hong Kong Golf Club acted as hosts. To-night 400 of the men will be entertained by the Amateur Dramatic Club to a special performance of "I'll leave it to You."

THE SHOOTING OF DETECTIVE SERGEANT SIN CHUEN.

Assistant Crown Solicitor tells the story.

Plucky arrest by a Chinese detective.

The story of an armed robbery at No. 26, Wing Wo Street, in which Detective Sergeant Sin Chuen was fatally shot by one of the robbers was told at the Magistrate's court yesterday morning, by the Assistant Crown Solicitor (Mr. T. M. Hazlerigg). The story includes the exciting adventure of another Chinese detective, No. 125, named Lam Kwan, who was with Sin Chuen at the time of the shooting. Lam Kwan succeeded in arresting one of the two prisoners in the dock after a very exciting chase, during which there were several exchanges of revolver shots between the pursuer and the pursued. The detective finally ran his man to earth in the Sun Company's Store.

The robbery took place on the evening of September 29th. Mr. Holmes, the Crown Solicitor, briefly referred to the case at the Magistrate's court on October 2nd, and the evidence of a Chinese Cuban merchant was taken. The merchant, who was one of those robbed, was leaving the Colony on the following day and his depositions were taken before leaving. He identified a gold watch and chain as his property. The watch and chain were found in the possession of the first prisoner when he was arrested. After this evidence had been taken the case was adjourned, pending further police investigation. The case will take several days to hear, as there are 25 witnesses to call.

Both the prisoners are charged with murder and taking part in an armed robbery. The second man is further charged with unlawfully having in his possession a revolver. Both the accused have denied all knowledge of the crimes.

Mr. Hazlerigg, in outlining the case, said that on September 29th, about 7.15 o'clock, a gang of four or five robbers gained access to No. 26, Wing Wo Street, the premises of the Kwong Tak Lung Imports and Exports Firm. This firm occupied the first and second floor of the house. The robbers gained admission by representing that they were the bearers of a present from a fooki of the shop who was sick. The first job of the robbers was to bind and gag four fooki on the first floor. Having done this they left a guard with their prisoners and another guard at the head of the stairs. The remainder of the gang proceeded to the second floor and bound and gagged everybody there. They secured the keys of the safes and proceeded back to the first floor where they abstracted from the safes \$1,815 in Hongkong currency, \$1,000 in American money and a number of Mexican dollars. Probably realizing the danger of discovery the robbers extinguished all the lights with the exception of a small light at the head of the stairs.

During the time the robbers remained on the premises a number of fooki and visitors called at the premises. Immediately they reached the head of the stairs they were seized, bound and gagged, and, if they looked worth it, they were searched. The Cuban merchant was one of the visitors. His watch and chain were stolen. These articles were afterwards found on the first prisoner.

All the witnesses were clear as to one man, who, dressed in a long white coat, stood at the head of the stairs. That man had not been captured. One of the men in dock had been identified as a man who moved from floor to floor probably acting as a guard. The other man in dock stood on guard over the prisoners on the first floor. This man was identified by a student, who suspected the men to be robbers from the first and took the precaution to hide his watch and chain. He was a boy with some power of observation. After the robbers had been on the premises for about half-an-hour a police whistle was heard in the street and the robbers bolted down the stairs. Immediately a shot was heard and this was the shot that killed the detective Sin Chuen.

THE SHOOTING AND THE CHASE.

It appeared that the murdered detective, accompanied by another detective named Lam Kwan, were taking a walk in Queen's Road Central. They were both off duty. They turned down into

(Continued at foot of next column.)

CRIMINAL SESSIONS.

REPORT BY THE JUDGE (MR. J. R. WOOD).

BRIBING A PUBLIC SERVANT.

Li Wa was indicted for bribery of a public servant, by giving or offering to P. C. Allah Bux the sum of \$30 at Kowloon Point on September 21st.

The jury were Messrs. H. J. Lamb (foreman), J. L. Adams, W. W. Mackenzie, C. C. Brooks, J. W. Kew, N. J. Perrin and F. X. dos Remedios.

The Crown Solicitor (Mr. H. K. Holmes), informed the Court that the Indian constable was on duty at the Star Ferry when he saw accused carrying a parcel and behaving in a suspicious manner. The constable asked accused what was in the parcel. The reply that it was a cake did not satisfy the policeman. He looked into the parcel and saw that it contained opium. The constable took the accused into custody and, on the way to the Water Police Station, the latter gave him \$15 and asked to be let off. The Indian took the money and they proceeded in the direction of the Police Station. At the hill, according to the Crown's story, accused gave the policeman another \$15. The Indian took his prisoner to the Station and handed over to the Inspector the money and the opium.

Accused denied having given the constable the bribe. He said the constable searched him and the \$30 was part of the money taken from him.

The prisoner was sentenced to six months' imprisonment with hard labour, the Judge ordering that his \$30 be returned to him.

DIVIDEND ANNOUNCEMENT.

CHINA LIGHT AND POWER CO. (1918) LTD.

We are informed that at the forthcoming annual meeting of the China Light & Power Co. (1918) Ltd., it is proposed, subject to audit, to pay a dividend of 50 cents per share, absorbing \$100,000; to write off goodwill account, (reducing it to \$25,000) \$25,000; and to put to bad and doubtful debts account, \$7,605.68; the net profit for the year ended September 30th being \$132,000.68.

Wing Wo Street and there heard the blowing of a police whistle. They hurried forward, and a moment later they noticed a number of men rush out of one of the houses. The detectives broke into a run and when opposite No. 26 one of the robbers turned round and fired. Detective Sergeant Sin Chuen fell and died shortly afterwards in hospital.

A PLUCKY CHASE.

The other detective, Lam Kwan, continued to pursue the robbers. An interchange of shots took place as the gang ran down Wing Wo Street closely followed by the detective. He fired three shots and the robbers fired a number at him. On reaching Des Voeux Road the gang split up and the detective decided to follow the man closest to him. This robber was wearing a white coat. He swung across Des Voeux Road and made for the verandah of the Sun Company's Store. The detective fired at him from across the roadway, and what appeared to be the mark of where the bullet struck was to be seen in the third pillar of the Sun Company's verandah. The robber turned into the middle entrance of the store and ran up the middle aisle when he was brought down by the Detective at the junction of the middle aisle and the wholesale department. In the store the defendant dropped a revolver.

The story of the chase and the firing was corroborated by three people: the first was a Mr. Rocha, who witnessed the chase; Detective No. 69 who joined in the chase, and a watchman of the Sun Company who saw the arrest. In addition the detective, Lam Kwan, was right on the heels of the man from the commencement of the chase to the finish. When the arrested man was searched at the Central Station a Mexican dollar was found in his left sock—a peculiar place to keep money for innocent purposes.

The other man was captured more by good luck than anything else. He ran on to the Praya pursued by two or three people. A detective, No. 101, on duty on the Praya, hearing the disturbance and cries of robbers, chased a man who was running along the Praya. He stunned him with a blow from the butt of his revolver. At the Central Station the gold watch and chain that had been stolen from the Cuban merchant were found in his possession.

After the conclusion of Mr. Hazlerigg's opening speech the hearing of the evidence was proceeded with.

NAVAL NOTES.

ADMIRAL SIR A. C. LEVESON DUE NEXT MONTH.

The following Naval notes were officially supplied to the Press at Singapore last week for publication:—

Vice-Admiral Sir Arthur C. Leveson, K.C.B., who is relieving H.E. Admiral Sir Alexander L. Duff, K.C.B., as Commander-in-Chief, China Station, is due at Singapore on the 29th inst. in the P. & O. *Kuruma*, accompanied by Lady Leveson and finally, Admiral Duff returns to England per P. & O. *Douglas*.

H.M.S. *Petersfield*, minesweeping ship, has left England for the China Station, where she will act as despatch vessel in place of H.M.S. *Alacrity*.

H.M.S. *Diomedé* is leaving Portsmouth shortly for the China Station, and will escort H.M.S. *Petersfield* across the Indian Ocean.

H.M.S. *Merlin* will leave Singapore for Hongkong early in November, where she will be dismantled and prepared for sale locally.

H.M.S. *Troquois* will leave Devonport at the end of November for Hongkong, to relieve H.M.S. *Merlin* as surveying vessel.

H.M.S. *Vindictive* will leave England shortly with naval drafts for the China Station, and return to England with time-expired officers and ratings.

The *Pearleaf*, Admiralty oiler, having been relieved by the R.F.A. *Nucula*, will return to England shortly.

36 PIGEONS IN AN UNMATTED CRATE.

MAGISTRATE LECTURES A COOLIE ON CRUELTY.

A coolie who was arrested by an Indian constable "at the junction of Pedder Street and Queen's Road Central" on a charge of cruelty to a number of chickens and pigeons, was brought before Mr. Hamilton, yesterday morning, at the Magistrate's.

Inspector Caygill said that 42 chickens were contained in two crates, which were matted. In another crate, which was not matted, were 26 pigeons. All the birds were terribly cramped.

The defendant's excuse was that he had not been long in Hongkong and that he did not know the regulations.

The Magistrate: Is it not so much a question of regulations. Would you like to be put into a basket with 18 other men and carried along on a pole? You ought to be able to see that it is cruel. Who do you work for?

The coolie said he was employed by the Wing Sing Store, Central Market, to carry the chickens to Wanchai.

The Magistrate: I must hold you personally responsible. I was going to fine you \$25, but in view of the fact that there is matting in the bottom of two of the baskets I will fine you \$20. I did also consider confiscating the chickens. If there is any more cruelty you can tell your master that I will do so.

THE KIPLING TOUCH.

"WITHOUT BENEFIT OF CLERGY."

The magic touch, the deep sympathy with human affairs, which has won for him the unofficial title, affectionately conferred, of "the people's poet laureate," comes out strongly in Rudyard Kipling's screen-story "Without Benefit of Clergy," which is commanding at the Coronet just now the admiration which such a motion-picture masterpiece deserves.

A story that stirs the deepest emotions has been woven around the intermingled lives and loves of a pretty Hindu maiden and her English lover, and Kipling has handled it as only he could. The author's achievement has been ably seconded by those responsible for the staging of the film, and appropriate settings have been reproduced with extraordinary fidelity to detail.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in South China, located in 53, Queen's Road Central. Fitting glasses and testing the sight is their specialty.—A.B.V. 662

ENGLISH CONFECTIONERY.

CADBURY'S CHOCOLATES.

King George.	1 lb. tins 1.00, 1 lb. tins 1.85
Imperial	1.00, " 1.85
Bournville Nut	.80, " 1.50
Melcato	.90, " 1.50
Tropical Assorted	.85, " 1.50
Bournville Chocolate Biscuits	" 1.50
Cadbury	" " 2.00

CREAMS, FONDANTS, Etc.

Sovereign Selection	per lb. 1.50
Assorted Creams	" 1.50
Snowdrop Mixture	" 1.50
Peppermint Fondants	" 1.00
Marzipan Coffee Mixture	" 1.30
Melba Peach Creams	" .80
Mixed Fondants	" 1.00
Strawberry Creams	" .80
Turkish Delight	per drum .80
Java Figs	" .80
Orchard Fruits	per tin .50

LANE, CRAWFORD, LTD.



PACKING LANE, CRAWFORD, LTD.

COLUMBIA RECORDS

VOCAL GEMS.

"MIKADO" "FLORODORA"
"PATIENCE" "PINAFORE"

"PIRATES OF PENZANCE"

AT

ANDERSON'S.

Powell
TELEPHONE C. 3148

JUST A LITTLE BETTER.

This is the reputation that "Keltie" Shoes uphold over their rivals. They are sound and genuine from laces to sole. New stocks just unpacked in all leathers. Price from \$18.50.

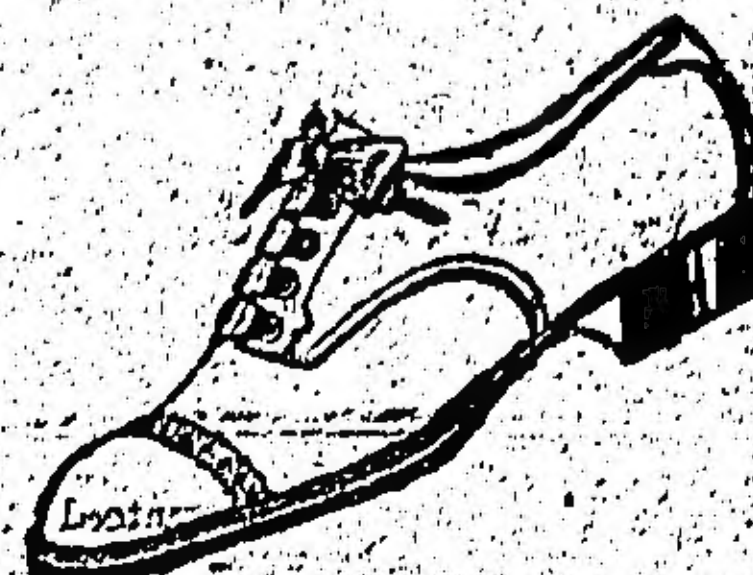
THE LATEST FOR DRESS WEAR.

WALKING.

SHOOTING.

GOLF.

Etc.



We are also agents for

"SAXONE" FOOTWEAR.

Call and inspect the new models of "Keltie" and "Saxone" at 10, ICE HOUSE ST.

NEW ADVERTISEMENTS

THE CHINA LIGHT & POWER CO.
(1918) LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, HONGKONG, on THURSDAY, the 9th NOVEMBER, 1922, at 11 O'clock in the FORENOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1922, and electing a Consulting Engineer and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st October, 1922, until THURSDAY, the 9th November, 1922, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th October, 1922. [1610]

HOGG, KARANJIA & CO., LTD.
(In Liquidation).

THE CREDITORS of the above named Company are required, on or before the 30th DAY OF NOVEMBER, 1922, to send their names and addresses, and particulars of their claims, to the Liquidator, at the address of their Solicitors, (if any) to the Underigned, the Liquidator of the said Company, and further if not required by notice in writing, personally or by their Solicitors or representatives to come in and prove their said debts or claims at such time and place as shall be specified in such notice, and NOTICE IS HEREBY GIVEN that in default thereof, such Creditors will be excluded from the benefit of any distribution before such debts are proved.

S. H. ROSS,
Liquidator,
10, Queen's Road Central.
[1641]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"HOSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whences and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATTHEWSON & Co., Ltd., General Managers.
Hongkong, 19th October, 1922. [1639]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM HAMBURG, BREMEN AND
ROTTERDAM.

THE Steamship

"CITY OF TORIO"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Hall's Wharf, whences delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th October, 1922, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before 1st November, 1922, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and Noon, within the free storage period of one week.

No Fire Insurance has been effected by THE BANK LINE, LTD., General Agents.
Hongkong, 19th October, 1922. [1636]

NOTICE OF ARRIVAL.

MARY SMITH

HANOVER SQUARE, LONDON.

WILL ARRIVE

EARLY IN NOVEMBER

AT THE

HONGKONG HOTEL

THE EXCLUSIVELY DESIGNED MODELS

DAY & EVENING
GOWNS & HATS.

[1637]

SAFE, Sure and Guaranteed Cures for Scabies, Leucodermia, Patches, Marks, Eruptions, Pimples, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write. Rs. 7 to 8 (\$3.50). For Week. Full particulars Free under cover. "Safe" Works, Beadon Square (H.F.), Calcutta (India). [1489]

INTIMATIONS

NOTICE

ON and after FRIDAY, the 20th INSTANT, Mr. R. BODENFUSER, Acting Agent of the MESSAGERIES MARITIMES, will take charge of the Hongkong Agency.
A. JOHARD,
Acting Agent.
[1631]

NOTICE

MADAME LILY is expected to return to the Colony from Paris on 13th OCTOBER, by S.S. "Portos", and will bring with her a splendid range of Paris models in frocks and millinery, and a large variety of winter goods.

She will be accompanied by a new French dressmaker, who, MADAME LILY is sure, will assist in maintaining her high reputation for excellence of work, quality and design.

MADAME LILY.

The Paris Shop of Hongkong,
Alexandra Building.

[1583]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, on FRIDAY, the 20th October, 1922, at 9.30 a.m., at Kowloon NAVAL DEPOT.

OLD AND SURPLUS VICTUALLING STORES, comprising—
Corned Beef, Condensed Provisions for poultry or pig food, Remnants Sergs., etc., Swimming Belts and Covers, Razors, Mess Gear, etc.

Terms of Sale—As detailed in Catalogue.
HUGHES & ROUGH,
Appointment Auctioneers to the Admiralty.
Hongkong, 30th September, 1922. [1556]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate
No. 13, WING KING STREET,
VICTORIA, HONGKONG.
To be sold, by Order of the Mortgagee.

By

PUBLIC AUCTION,

IN ONE LOT.

On

THURSDAY,

The 2nd Day of Nov. 1922, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

[1587]

THE Property consists of First ALL

THAT piece or parcel of ground situate

at Victoria in the Colony of Hongkong and

registered in the Land Office as SECTION

A of INLAND LOT No. 2186 together with

the messuages erections or buildings thereon

now known as No. 13, Wing King Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 2186

being a scavenging lane. All of which premises

are held for the residue of the term of 75 years

from the 15th day of May, 1916, created by the

Crown Lease thereof together with the

valuable machinery now situate in or upon the

said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be

obtained from

Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central.Messrs. LAMBERT BROTHERS,
Auctioneers.
[1587]

G. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale to be

held on MONDAY, the 23rd day of

October, 1922, at 3 P.M., at the Offices of His

Public Works Department, by Order of His

EXCELLENCY THE OFFICER ADMINISTERING

THE GOVERNMENT, of one Lot of

BROWN LAND at Victoria Road, in the

Colony of Hongkong, for a term of 75

years, with the option of renewal at a Crown

Lease to be fixed by the Surveyor of His

MAJESTY THE KING, for one further term of

75 years.

[1587]

THE CORONET.

KIPLING'S

WITHOUT BENEFIT

OF CLERGY.

KOWLOON THEATRE.

5.45 AND 9.15.

HENRY WALTHALL

IN

FALSE FACES.

INTIMATIONS

S.S. "PORTOS"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MAR. SEILLES, &c., also Cargo from BORDEAUX, &c., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining undelivered after Friday, the 20th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th instant, or they will not be recognized.

All damaged packages will be examined on Friday, the 20th instant, at 10 A.M. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

A. JOHARD,
Acting Agent.
Hongkong, 14th October, 1922. [1623]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer

"DEMODOCUS"

are hereby notified that the Cargo will be discharged into Hall's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hall's wharf. The Cargo will be ready for delivery from Godown on and after 18th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 7th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th October, 1922. [1632]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN
FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz: Cough, Catarrh, Headache, Hemorrhoids, Earpain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE
the above diseases in less than
TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00
Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon,
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J. B. LAL.

No. 19, NATHAN ROAD,

KOWLOON.

[1385]

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FOR SALE.

The Twin Screw Tunnel Stern

Motor Launch "ENRICA"

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Length overall—56'0".

Breadth moulded—11'6".

Depth moulded—3'5".

Draft moulded—18" to 19".

D. W. capacity on above draft—3 tons.

Speed—8½ knots.

Engines—Twin set "Kelvin" Motors,

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Installed with Electric Light.

Price \$10,000 or near offer.

The Motorboat "KEIKUNG"

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Draft (approximate)—18".

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Price \$1,800 or near offer.

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WATSON'S

"E"

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it is rich, mellow, of

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which only genuine age,

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A. S. WATSON &
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Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

HONGKONG OFFICE: 10A, DES VOUEX RD., C.
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The Daily Press.

HONGKONG, OCTOBER 20th, 1922.

RESTRICTION OF RUBBER
OUTPUT.

Rubber shares are so widely held that the interest in the scheme for the compulsory restriction of the rubber output, which is to be brought into force almost immediately, is not confined to the rubber growing territories. There are doubtless many of our readers who will welcome a more detailed explanation of the scheme than that given in the cable received on the subject a week ago.

The fuller information is supplied in a cable sent to the Government of the Straits Settlements by the SECRETARY OF STATE. The recommendation is a system of export duty, the minimum being fixed at the lowest rate possible not exceeding

penny per pound. The official cable reads as follows:—

Minimum rate at first on sixty per cent standard production as defined in June Report, over sixty per cent, and not exceeding sixty-five per cent, duty fourpence per pound over all, and for each additional five per cent, duty increasing by a penny per pound over all on export of over one hundred per cent standard production. When average price of rubber is maintained for three consecutive months at not less than one shilling and threepence per pound, percentage of production exportable on minimum duty raised by five for ensuing quarters. If maintained at not less than 1s. 6d., percentage raised by ten for ensuing quarter. In the event of a rubber price falling below one shilling and threepence per pound, percentage of production exportable on minimum duty shall be reduced by five and if such reduction is not effective in raising price over next quarter to 1s. 3d., then percentage shall be reduced by further five and so on every quarter until average price of 1s. 3d. is secured. The cable contains a definite instruction for the scheme to be put into operation on November 1st. It is to be put into operation in Ceylon at the same date, if possible, and if not, Ceylon will be asked to make it retrospective from that date. The official cable further states that in the absence of Government of

Netherlands co-operation, the scheme is at present confined to Malaya and Ceylon, but the majority of British estates in the Netherlands East Indies have assured the Rubber Growers' Association of their co-operation by voluntary restriction. The scheme does not seem to be generally approved in Malaya. There is much adverse comment on it, especially in regard to the shortness of the notice for the introduction of the scheme. It is complained that it will "upset all arrangements on the estates, and probably mean disbanding a large number of tappers up and down the country." "Cutting down the output in this manner," says one of the critics, "will inevitably put up the cost of production, for the more rubber produced the lower is the average cost, whereas whether the market selling price will go up remains to be seen." Growers have not had long to wait for the announcement of the scheme. It has been followed, by a rise in the price of rubber, and there has consequently been an excited demand for shares. Whether this improvement will be maintained time must be left to show. The Governments of producing territories are required to appoint a Committee, on which the industry shall be represented, to consider cases for special consideration. Evidently the task of the Committee is not one to be envied. The Singapore Free Press remarks that the calculations must be somewhat of a gamble, since they all depend on the figures accepted as standard production, and upon the price to which rubber may be expected to go. Our contemporary fears that "a still more disastrous gamble will be the effect on the share market, when holders begin to think how long the bolstering up will last, when is the proper time to hand over the infant to some other custodian, and when, under restriction, supply may be expected to reach demand." The Straits Times welcomes the scheme as coming "better late than never," and remarks that "it is pitiful to think of the way in which millions of British money have been handed over to foreigners supply because one or two persons in positions of high authority lacked the brains to see that there was only one way of dealing with the rubber position." The Straits Times recognises clearly that the task with which the local industry is confronted is harder than it would have been eighteen months ago, but there are circumstances, it says, favouring the movement, "and we shall not be surprised if before November 1st price has risen high enough to amply compensate for the reduction of output.

Partly, no doubt, the rise will be speculative and will be followed by a natural reaction, but it is a law of nature that even a moderate degree of skill in conducting the policy will produce incalculable benefits to all British rubber producers." That, at all events, is the hope that has inspired the scheme.

Mr. and Mrs. L. H. Gears and Miss Gears left the Colony yesterday for the United States.

General Sir William Rycroft, the Governor-elect of British North Borneo had arranged to leave England by the Moldavia on October 13th to connect with the Kashgar at Colombo.

There will be a Tea-dance held at the Heleni May Institute on Thursday next, October 26th, at 5.30 p.m., for members and their men friends. Tickets (one dollar each) are to be obtained beforehand from the Secretary.—Adv.

A Jumble Sale in aid of deserving home charities will be held in Union Church Hall on Thursday, 2nd November, at 3 p.m. Mrs. Macdonald, The Manse, Kennedy Road, will be pleased to receive discarded clothing and other articles.—Adv.

Another robbery on a ship took place on Wednesday. The cabin of Mr. Henderson, an engineer, on the s.s. Japan was entered during his absence. A pair of binoculars and gold wrist watch were stolen. The total value of the stolen property is \$108.

Mr. V. V. Lemberger is retiring from the Managing Directorship of United Engineers, Ltd., Singapore, and will be succeeded by Mr. J. A. P. Strachan who has been in the service of the Company for 18 years. Mr. Lemberger will act for three years as the representative of the Company in England.

New methods of regulating traffic are shortly to be introduced in the Colony. A "Stop and Go" signal has been obtained from Shanghai and is to be used at the Garden road junction. At other points black and white "traffic rods" are to be used in day time and red electric torch signals will be given at night.

We have heard of two or three cases of snatching in the streets from European Ladies within the past few days. In one case a bag was snatched from a lady while she was riding in a chair.

A safe on the premises of Dr. Li Ho Ching, No. 127, Wellington Street, was opened on Wednesday, by means of a duplicate key. Money and jewellery were extracted to the value of \$240.

The police are offering a reward of \$5,000 to any person who can assist in bringing to justice the thief concerned in the disappearance of the \$200,000 from the vaults of the International Banking Corporation recently.

In consequence of the great development in public instruction in Indo-China, at the request of the Governor-General, the Minister of Public Instruction, and the Minister of the Colonies have decided to approach M. Joubin, rector of the Academie de Lyon, to request him to become Director-General of Public Instruction in Indo-China.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE FUKIEN UPRISAL.

ADMIRAL SAH ASSUMES CONTROL
OF FOCHOW.

PEKING, October 18th.

Foreign telegrams from Fochow show that Admiral Sah Chen Ping entered Fochow on the 15th inst. and issued a proclamation stating that he had temporarily assumed the Civil Government, because there was no one in control. The messages add that Admiral Sah first communicated with Generals Li Fu Ling and Huang Tai Wei, who advised him to await the arrival of General Hsu Sung Chih, who is expected to enter the city on the 18th inst.

Two thousand of Tschun Li Hou Chih's men are still at large.

Admiral Sah Chen Ping does not think that the reinforcements from Canton and Kiangsi can be taken seriously.

BANQUE INDUSTRIELLE CHINA
BRANCHES.

TO REOPEN EARLY IN NOVEMBER.

PEKING, October 19th.

The manager of the Banque Industrielle de Chine sold Reuter's correspondence that the branches in China will be opening, certainly not much later than November 1st.

OUTRAGES BY MORO BANDITS.

NUMBER OF MURDERS REPORTED.

MANILA, October 18th.

The inhabitants of the city of Jolo are alarmed because of two murders by Moro bandits. According to a telegram from the Commander of the Jolo Constabulary, they are fearing a night attack.

A Moro bandit ambushed a constabulary patrol and, single handed, shot and killed a constabulary sergeant. The bandit was then killed by the patrol. A Filipino school teacher has also been killed by a Moro band, for the purpose of robbery. A Constabulary patrol is pursuing the bandits.

INTER-LEAGUE SOCCER.

SCOTS DEFEAT IRISH.

SHANGHAI, October 19th.

In the soccer inter-league match, Scottish League v. Irish League, played at Glasgow, the Scottish League defeated the Irish League by 3 goals to nil.

CHINA STATION RELIEFS.

H.M.S. "VINDICTIVE" SAILS FROM
PORTSMOUTH.

LONDON, October 18th.

The light cruiser Vindictive is leaving Portsmouth to-day with miscellaneous relief to vessels on the Mediterranean, Red Sea and China Stations. She will disembark at Hongkong, a relief half-crew for the depot ship Tamar, and other miscellaneous ratings, and will embark relieved men for Home.

APPOINTMENT TO BRITISH
EMBASSY AT TOKYO.LIEUT. COMMANDER H. F. MAXSE TO
BE THIRD SECRETARY.

CABLES.

LATEST CABLES.

[REUTERS' AGENCY.]

LATEST DEVELOPMENTS IN HOME POLITICS.

CONSERVATIVE MEMBERS EXTREMELY ACTIVE.

LONDON, October 18th.

The latest development in the political situation is the sudden decision made by the Executive Committee of the National Union of Conservative Associations, on Monday, to call an emergency session of the organisation early next week; doubtless, because the party conference, fixed for November 15th, will be too late to affect matters. The move was taken, without the cognisance of Unionist Ministers.

It is stated that Mr. Bonar Law intends to attend and to address the meeting of Conservative members of the House of Commons, to be held at the Carlton Club, to-day.

ELECTION POSSIBLE ON ARMISTICE DAY.

Sir L. Worthington-Evans, Secretary for War, when speaking at Colchester, on Monday, said a General Election was necessary, with no avoidable delay.

Armistice Day, November 11th, is mentioned by the Press as a possible polling day. A War Office circular states, inter alia, that in the event of an early General Election, it will be fought on the Autumn register, which came into force on October 15th.

SURPRISING ELECTION RESULT LABOUR DEFEATED AT NEWPORT.

LONDON, October 18th.

The Newport result is most surprising, even the Conservatives anticipated a Labour victory.

The electorate totals forty thousand, of whom seventeen thousand are women, who voted heavily. It is stated that many Trade Unionists resented the Socialistic atmosphere and the methods of the Labour Party, otherwise it is difficult to account for what is regarded as an electoral freak.

It is declared by some papers that the Country will probably see, in this election, the most complete condemnation of the Coalition, but the real significance of the result lies in the heavy defeat of Labour expectations.

ENGAGEMENT OF EARL OF CAVAN.

TO LADY JOAN MULHOLLAND.

LONDON, October 18th.

The engagement is announced of General the Earl of Cavan, K.P., G.C.M.G., K.C.B., M.V.O., Chief of the Imperial General Staff to Lady Joan Mulholland, daughter of the Earl of Stafford.

NEAR EAST TROOP MOVEMENTS.

NATIONALIST GENDARMERIE NOT TO TRAVERSE CONSTANTINOPLE.

CONSTANTINOPLE, October 18th.

The Allied High Commissioners and Generals have unanimously decided not to allow the Nationalist Gendarmerie, en route for Thrace, to traverse Constantinople.

INTERNATIONAL LABOUR CONFERENCE.

CHAIRMAN GRATIFIED AT JAPAN'S ACTION.

GENEVA, October 18th.

Speaking at the International Labour Conference, the Chairman, Mr. Burnham, referred to the gratifying fact that Japan had already ratified two draft conventions and proposed to ratify others.

OBITUARY.

PROFESSOR ERNEST COXWELL.

LONDON, October 18th.

The death is announced of Professor Ernest Coxwell, at one time Professor at Tokyo University.

MR. KOJIMA.

Tokyo, October 18th.

The death is announced of Mr. Kojima, Vice-Minister of War.

EARLIER CABLES.

EASTERN TELEGRAPH CO.'S ANNUAL MEETING.

NEW CABLES FOR FAR EASTERN LINE.

LONDON, October 18th.

At the annual meeting of the Eastern Telegraph Company, Sir Denison Pender, presiding, said the gross revenue for the year was £1,124,000, compared with £1,181,000 for the previous year. The expenditure was £2,438,000, compared with £2,088,000 and the profit £1,656,000, compared with £1,393,000. A sum of £200,000 had been transferred to reserve and £384,000 carried forward. The dividend was 10 per cent, tax free. Besides a million sterling provided by increased capital, the Company since the Armistice had spent out of general reserve £2,230,000 in laying additional cables and renewing sections of the main cables. A further £700,000 was to be expended, which would be dealt with later, together with the balance of the cost of new cables to be laid to complete the programme of strengthening the main lines to the Far East. It was hoped to complete the programme early in 1934, when the Company would be in a position to deal satisfactorily with any eventuality.

The Company had been working in close co-operation with the Post Office in India and South Africa, and it had been agreed to extend the Company's landing licences for 25 years, subject to the right of the British Government to purchase the whole of the Company's cables, plant and land stations, or such part as would be mutually agreed upon. The Chairman complained of unfair competition by the Post Office in Australia and said the Post Office was actively supporting the Pacific Cable Board route against the Eastern route to Australia. He announced that the Indo-European Telegraphs hoped their line between Britain and Tehran would be restored shortly.

E.E.A. & C. TELEGRAPH CO.'S MEETING.

DECREASE IN RECEIPTS DUE TO TRADE DEPRESSION.

LONDON, October 18th.

Sir Denison Pender, presiding at the Annual Meeting of the Eastern Extension Australasia and China Telegraph Company, Ltd., said the gross receipts for 1932 were £2,304,600 compared with £2,515,000 for the previous year.

ANNUAL MEETING OF P. & O. CO.

BAD TIMES PREDICTED.

LONDON, October 18th.

Presiding at the annual meeting of the P. & O. Company, Lord Inchcape feared there must be a further considerable reduction in wages ashore and abroad if the ships were to be kept running. Referring to the loss of the *Egypt*, he said the Board had experienced technical advisers, and the regulations laid down by the Directors were very complete. The record of the P. & O. Company spoke for itself. Nothing had been or would be wanting to ensure the carrying out of every possible precaution to protect the lives of passengers. The organisation and discipline of the P. & O. Company were second to none, but the human element must always be reckoned with.

Lord Inchcape said many of their voyages had had an adverse result. Outward freights were scarce and homeward freight largely unremunerative. Operating expenses were far above those of pre-war times. There were signs of a break in the clouds, but there was apparently a poor year or two ahead. Operating costs must be reduced to secure equilibrium, or disaster must follow. Fortunately the P. & O. Company had provided for bad years and could carry on, but it must try to do more than make ends meet.

BRIGHTER TEA AND RUBBER OUTLOOK.

HARRISON AND CROSSFIELD'S CHAIRMAN'S SPEECH.

LONDON, October 18th.

At the Harrison and Crossfield meeting, Mr. Heath Clark, presiding, said that the outlook was brighter, but he did not think progress would go very far until the exchanges had been somewhat stabilised and the reparations question practically settled. As regards the tea outlook bonded stocks in the United Kingdom had fallen from 187,000,000 to 140,000,000 lbs. during the year ended August, and, provided that coarse plucking was not resumed, the industry should experience a period of prosperity. Mr. Heath Clark estimated the consumption of rubber at 340,000 tons for the current year and 360,000 tons for next year. He hoped that elasticity would be given to the Colonial Office Committee scheme so as to prevent artificially high prices of rubber.

MR. CHURCHILL'S CONDITION, SATISFACTORY PROGRESS.

LONDON, October 18th.

Mr. Churchill has developed appendicitis, but his condition is somewhat better. Mr. Churchill has been successfully operated on for appendicitis and is progressing satisfactorily.

NEAR EAST APPEAL TO THE DOMINIONS.

GENERAL SMUTS DEFENDS BRITISH GOVERNMENT.

JOHANNESBURG, October 18th.

Replying to a charge by General Hertzog that the British Government appealed to the Dominions in regard to the Near East over the heads of their own governments, General Smuts said he had no fault to find with the attitude of the British Government. They were bound to notify the Dominions of what was happening, and they did so in the politest manner. Mr. Lloyd George, if he had not done what he did, would have failed in his duty to the Dominions. The Imperial Government acted with great firmness, and saved, without bloodshed, the Empire and the world from a very grave trouble.

THE MUCH DEBATED RUBBER QUESTION.

OPPOSITION TO EXPORT DUTY PROPOSAL.

LONDON, October 18th.

A letter to the Times from Mr. C. W. Darbyshire contends that the proposal to pass the rubber export-duty legislation so as to operate from November 1st is not only most undesirable, but is unconstitutional, at any rate in the Straits Settlements. He declares that there is no urgent necessity for passing legislation by November 1st, and, if the Bill is passed in the Straits, it should be sent Home for the King's allowance or disallowance in the ordinary course. This would give opponents of such hasty and uneconomic legislation time to organise a protest concerning same.

FATE OF THE S.S. "GONDIA" POSTED AT LLOYD'S AS MISSING.

LONDON, October 18th.

The steamer *Gondia*, of Glasgow, 5,586 tons, which sailed from Rangoon for Shanghai and Kobe on July 19th, with a cargo of rice, has been posted at Lloyd's as missing.

U.S. PROHIBITION AT SEA. BRITAIN PROTESTS AGAINST CONTINUED SEIZURES.

WASHINGTON, October 18th.

Britain has protested against the continued seizure of British vessels by prohibition agents outside the three-mile limit.

THE GERMAN PRESIDENCY.

BERLIN, October 18th.

The Parliamentary parties have reached an agreement on the introduction of a Bill to extend Herr Ebert's tenure of the Presidency to June 30th, 1935.

MARKS STILL ON THE DECLINE.

LONDON, October 18th.

German marks closed at 13,350 to the pound. The depreciation is attributed to news that the German Government is anticipating fresh drastic measures to restrict dealings in exchange.

LORD SELBORNE JOINS BANK DIRECTORATE.

LONDON, October 18th.

Lord Selborne has joined the directorate of the Peninsular Banking Corporation in succession to the late Sir Richard Vassar-Smith.

CHANNEL AIR ROUTES. NO COMPETITION UNDER NEW SCHEME.

The Air Ministry announces that the Air Council has decided to modify the system under which subsidies are at present granted to approved firms for the operation of the cross-channel routes.

There are three approved British companies—Handley-Page Transport, Ltd., Instone Air Line, and Daimler Hire, Ltd. It has been found that the total payments under the subsidy scheme are insufficient to provide the companies with the necessary financial assistance. The volume of traffic on the London-Paris route and the London-Brussels route has not been forthcoming to the extent anticipated.

The new scheme provides for the elimination of the present competition between British firms by the allocation of a separate route to each company. The basis on which the subsidy, which is still limited to 2,000,000 per annum, will be given is a limited cash payment for the completion of a stipulated number of flights, and a contribution in cash or kind towards the maintenance of a fleet of approved size and value. The routes to be operated under the new scheme are—London-Paris by Handley-Page; London-Brussels-Cologne by Instone Air Line; London-Amsterdam-Bremen-Berlin by Daimler Hire, Ltd., subject to further negotiation. The operation of a Southampton-Cherbourg and Channel Islands route by a new company is not to be opened until next spring.

Another message announces that arrangements for an all-British service between London and Berlin are well advanced, and it is hoped to inaugurate the venture about the middle of this month, but no definite date has yet been fixed. The Daimler Airway will have charge of this service, and it is intended to make call stations at Amsterdam, Bremen, and Hamburg. It is hoped ultimately to carry out extensions to Vienna and Constantinople, and thence to India. The Berlin service will, it is expected, be undertaken in the first instance by machines capable of carrying ten persons and driven by Daimler engines.

TAIKOO RECREATION CLUB.

PRESENTATION OF PRIZES.

INTERESTING REMINISCENCES.

The Taikoo Recreation Club held its annual prize distribution yesterday evening in the spacious hall of the Club. The hall was well filled by the Taikoo European community. Mr. J. Reid, manager of the Taikoo Dock, presided over the gathering, and amongst those present were:—Mrs. J. Reid, Mr. and Mrs. D. Templeton and Miss Templeton, Mr. K. E. Greig, Mr. R. McGregor, Mr. and Mrs. W. J. Hill, Mrs. McLeod, Mr. J. W. Paton, Mr. Resker, and Mrs. Duncan.

The proceedings opened with a very enjoyable concert. There were many encores. The artists were:—Master G. Ferguson, Mrs. G. McLeod, Mr. A. B. Allen, Mrs. W. J. Hill, Mr. G. McLeod, Mr. J. Laing, Miss M. Russell and Mrs. R. K. Duncan.

During the interval the prizes were presented to the winners of the various games during the year by Miss Templeton. The Chairman, in introducing Miss Templeton, said the games during the season had been keenly contested and quite up to the standard of the Club. Taikoo finished second in the Bowling League, being, on points, very close to the Kowloon Green. He could assure the winners of the League that Taikoo did not grudge them their victory. They hoped to give the winners as close a run next year as they had this season.

The finals of the Bowls Singles Championship had not yet been played off. The two finalists were: W. G. Gerrard and R. C. Wallace. When they met they were assured of an excellent game. He hoped the best man would win. The season just past saw the close of the old bowling green. They were full of regret at having to give it up, but, of course, that could not be helped. The old green had been the scene of many happy times and of many well-contested games. Their new ground, however, would be just as good or even better, he hoped, than the old one.

The prizes were then presented amidst much cheering.

At the conclusion of the second half of the concert programme, Mr. D. Templeton, in thanking the visitors for their attendance, gave some interesting reminiscences of the growth of sport at Taikoo. He recalled the time, in years past, when Taikoo sports were held on New Year's day and practically the whole Colony went down to Quarry Bay. If they looked up the points of 20 odd years ago they would find standing out as the event for New Year's day—the sports at Taikoo. They were a small community then and Hongkong itself did not have the number they found there now.

The original recreation ground dated back to 1891. It was a tiny sandy bay—the termination of the valley above the present No. 4 dam. In that year the erection of the dam was begun and a sea wall was built across the bay and the excavation from the site formed a piece of good flat ground. The whole area was not required for the Refinery's activities and part was set aside for a football field. At that time football was very popular, matches being played between ships and other clubs. Taikoo had then almost as great a reputation as it now had for bowls. The first sports meeting was held on New Year's day 1892. He was informed by one of the original participants that the prizes were walking sticks and pipes. In 1895 cycle racing was introduced into the New Year's programme and the events were open to all comers. A cycle track was formed, the remnants of which he remembered seeing in 1902. In 1901 the ground was sold to the then Quarry Bay Shipyard, now the Taikoo Dockyard and Engineering Company (Hongkong), Ltd. A new recreation ground was laid out and opened on New Year's day, 1902. It was not until about 1906 or 1907 that bowling came into fashion and as the game gave greater good to the greater number, considering the much larger European community, the football field was given up and two rinks prepared on the old tennis courts. The first championship was played in 1908-9 and was won by Mr. John McIntyre.

During the course of further remarks Mr. Templeton mentioned the names of Mr. Perry, Mr. Hardwick and Mr. Grimshaw, original workers who still took an interest in the Club. He mentioned that Mr. McKirdy, who held the blue ribbon in every cycling event in the Colony for many years. He believed Mr. Hardwick imported the first bicycles into Quarry Bay. Mr. Templeton, in conclusion, spoke of the debt of gratitude they owed to those pioneers and extended a hearty welcome to the visitors and thanked them for their presence.

Mr. W. G. Gerrard suitably replied and the proceedings were brought to a close. A handsome bouquet of flowers in a silver holder and tied with red, white and blue ribbon was handed to Miss Templeton by little Miss Mary Morrison. Mr. R. H. Flower acted as pianist for the concert.

(Continued at foot of next column.)

INDIA'S MILITARY NEEDS.

COMMITTEE'S REPORT.

The sub-committee of the Imperial Defence Committee appointed to investigate the military needs of India in the light of the urgent call for a reduction of the expenditure of the Government of India has handed in its report. Its conclusions are under the consideration of the authorities in both countries.

It is understood that the sub-committee, over which Mr. Austin Chamberlain presided, while desiring the curtailment of the military budget in India, is not in favour of any substantial reductions in garrison strength beyond those already adopted and in process of being carried out. The Military Requirements Committee of the Indian Legislature definitely recommended the elimination of a certain number of British cavalry and infantry units, but it is understood that the Whitehall Committee takes a more cautious line.

The matter is of great importance from the standpoint of retrenchment, for the cost of British units has gone up heavily since the war on account of increased pay and greater outlay on clothing, food, accommodation, and so on. The advances for the same reasons in the cost of Indian units have been relatively less heavy, though very considerable, and it is calculated that a British infantry battalion now costs about the same as four Indian battalions.

The sub-committee of the Imperial Defence Committee is understood to have made various recommendations with a view to reducing expenditure. The report holds that there can be substantial reductions in headquarters and command staffs. These were necessarily increased during the war, and many circumstances have combined to stand in the way of a return to normal conditions. For instance, much extra work has been thrown upon the staffs by the formation of an Indian Army Reserve of Officers, for this consisted of only a very meagre nucleus from pre-war days. There has also been heavy additional labour in dealing with the two thousand surplus officers under demobilization.

But it is clear that the time has come for weeding out. Indeed, as a result of preliminary investigations pending the assembly of the Lachapere Committee, various staff reductions have already been made, such as the abolition of the Deputy Military Secretaryship at headquarters. Lord Inchcape and his colleagues can propose relatively little saving on the civil side of Government of India expenditure, the provincial budgets being outside their purview. The difficult problem before them will be to make the large savings in Army outlay eagerly desired by Indian opinion consistently with a reasonable measure of defence, insurance, and effectiveness.

There is reason to hope that if the costly special services required by modern scientific developments are curtailed, care will be taken to see that the strength to which they are reduced shall, at least, be effective. It has been a false and dangerous economy to give the Air Force in India a strength on paper that by reason of very poor equipment, has borne no resemblance to its actual fighting strength. A dozen effective squadrons on the frontier would be much more useful than a merely nominal strength of three or four times that number.

Times.

The prize list is as follows:—

SWIMMING PRIZES.

Girls Under 13 Years (50 yards handicap).—1, Bettie Laing; 2, M. Hansen; 3, Ella Stewart.

Boys Under 12 Years (50 yards handicap).—1, J. Sloan; 2, J. McCubbin; 3, A. McCubbin.

Long Plunge (Ladies).—1, Miss C. Polly; 2, Miss V. Lining; 3, Miss Ina Morrison.

Long Plunge (Gents).—1, G. Angus; 2, W. Pally; 3, W. Gardner.

Girls Under 14 Years (50 yards handicap).—1, M. Wallace; 2, V. Hardwick; 3, M. Hansen.

High Dive.—1, J. Gardiner; 2, J. Ashcroft.

100 Yards Handicap (Gents).—1, W. Polly; 2, J. Gardiner; 3, T. Morrison.

100 Yards Handicap (Ladies).—1, Miss C. Polly; 2, Miss I. Morrison; 3, Miss M. Wallace.

100 Yards Championship (Ladies).—1, Miss C. Polly; 2, Miss J. Morrison.

100 Yards Championship (Girls).—1, W. Polly; 2, J. Ashcroft.

Live-Buy Race (Boys).—1, J. McCubbin; 2, C. Dickens.

Live-Buy Race (Girls).—1, J. Sloan; 2, V. Hardwick.

BOWLING PRIZES.

Club Championship (presented by Mr. T. Templeton).—1, J. Ferguson; 2, R. C. Wallace; 3, G. McLeod.

Club Handicap (presented by Mr. J. Reid).—1, T. Grimes; 2, T. Young; 3, W. Wetherpoon.

Two Bowls Handicap (presented by Messrs. Carmichael and Clark).—1, T. Grimes; 2, T. Young; 3, W. Wetherpoon.

Pairs (presented by Mr. W. J. Hill).—1, N. Drummond and J. Waid; 2, E. Barker and J. Sloan.

Rink Competition (presented by Mr. K. E. Greig and Mr. J. W. Paton).—1, N. Drummond; 2, J. McCubbin; 3, C. Matthews and E. Barker; 4, E. C. Wallace, T. Bateman, W. Oulton and D. McIntosh.

Singles (confined to non-prize winners—presented by Mr. G. D. Atkins).—1, T. Grimes; 2, T. Young; 3, J. Laing.

ATLANTIC FERRY.

AMERICA'S PROJECTED GIANT LINERS.

The announcement by Mr. Lusk, chairman of the United States Shipping Board, that a new American steamship company, with a capital of thirty-million dollars, has been projected for the purpose of engaging in the Transatlantic passenger traffic, and is now preparing plans for the building of electrically-driven liners of 70,000 gross tons, is one which should create lively interest in shipping circles. It is, of course, a very simple matter, given the money and the materials, to build a 70,000-ton liner. Maritime architecture has undergone such rapid and enormous development in the last forty years that it is not surprising that the place of the "greyhound of the Atlantic," which was then the *Akron*, of 7,000 tons, should be taken by vessels of ten times her dimensions to-day. But the building of such ships is only a part of the problem involved in their employment. There is not a dry dock on either side of the Atlantic at present which could accommodate such a monster, and there are very few harbours where she could find convenient accommodation of any kind. The cost of running such huge vessels would also be appalling, especially if, as we presume would be the case, they were designed to give the speediest, as well as the most luxurious, passage across the herring pond. They could hardly be more than summer season boats, for already the greatest of the existing liners are usually taken off the station during the winter months, when the passenger traffic is not sufficient in quantity to render them a paying proposition. All the difficulties which the biggest ships now afloat have to encounter would confront the new giants in augmented measure, and the commercial and financial aspect of the new enterprise would therefore demand the most anxious scrutiny and careful control.

The formation of the new company, according to Mr. Lusk, depends upon the passage by Congress of the Ship Subsidy Bill. The Shipping Board, states its chairman, has already been authorized by Congress to set aside \$25,000,000 annually for a ship construction loan fund if the projected ships are of an approved type. It would appear, therefore, that the new line would have the strong support of the American Government behind it, and it would no doubt become the fashionable and patriotic thing for American travellers to take their passages in its ships. But however well they might be patronized they could scarcely pay unless they were "turned round" as frequently as possible, and therefore there seems some reason to doubt whether the leisurely plan of running to Charbourg and thence to Southampton could be followed by them with financial success. Might it not prove that in order to make them pay they would have to run the shortest possible passage, say from New York to Plymouth, and there discharge their passengers partly to England and partly to the Continent, the latter being carried by smaller but still large and luxurious vessels to the Continental ports? This would be the scheme foreshadowed some years ago by Mr. Marshall Stevens, whose competence to speak on such matters will hardly be contested. However that may be, Plymouth authorities will clearly do well to take note of the new departure, and endeavour to secure that Plymouth shall be the first and last port of call of the new giant steamers on their passage to and from Europe respectively. No other port can offer such advantages in point of time, and should the Channel tunnel shortly be taken up seriously and constructed the saving of time, whether to Paris, Hamburg, or Berlin, as compared with any steamers going farther east, would be so startling that competition with Plymouth would become impossible.—*Naval and Military Record.*

SIR PRATAP SINGH.

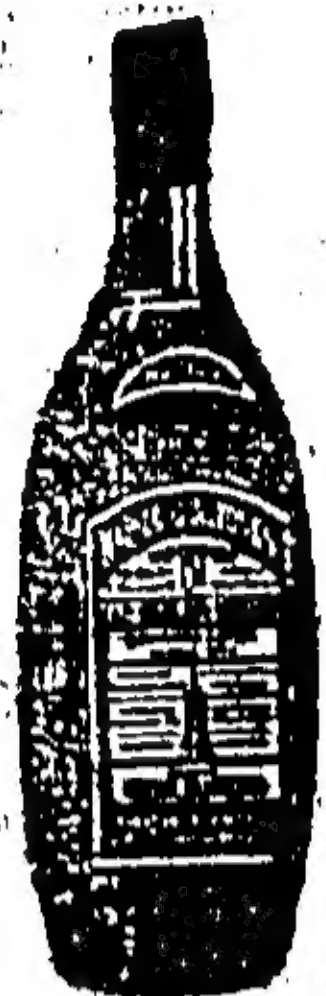
KING GEORGE'S SYMPATHETIC TRIBUTE.

The King sent the following telegram to both the Jodhpur and Idar Durbars:—
I am grieved to hear of the death of my old and valued friend Sir Pratap Singh, and I assure you and the people of Jodhpur and Idar of my sincere sympathy in this loss, which loss is also my own, for his Highness was to me a true, devoted friend, as he had been to Queen Victoria and to King Edward. He rendered gallant services to the Empire in the Tirth expedition, China, and in the Great War. His attendance upon me as aide-de-camp during my two visits to India gave me special opportunities of realizing his noble character and genial companionship.—George E. I.

WHITEHAVEN COLLIERY DISASTER.

Thirty-nine miners were entombed by an explosion at the Haigh Pit, Whitehaven, Cumberland, on September 6th. By ten p.m. nineteen bodies had been recovered. They were found so far from the actual site of the explosion that it was thought impossible for any of the other men to be alive. The workings run under the sea, and the disaster took place 5 miles and a half from the pit mouth. Heavy falls of roof and the presence of deadly fumes made the work of the rescuers extremely difficult and dangerous, but all day relays of men struggled to reach their imprisoned comrades. As one party retired gassed, exhausted, and baffled, another took its place. There was never a lack of volunteers. Adjoining the Haigh Pit is the Wellington Pit, where 135 lives were lost in 1910. There is communication between these pits, but a heavy fall of roof cut off escape that day.

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'N. J. CLUB'
SCOTCHThe "Peg"
pre-eminent
since
1745OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTSThis pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellow flavour, and still maintains
a world-wide identical quality.

PEPS

In The Cold Weather.

TREAT a sneeze or cough as a signal of
something more dangerous to follow,
and let one or two Peps Tablets dissolve in
the mouth.The powerful medicinal and antiseptic
pine fumes released from the dissolving
Peps Tablets go with the breath through the
bronchial tubes to the lungs and destroy all
the "cold germs" that have invaded the
throat and chest.At the same time the delicate membrane
lining the breathing passages is soothed, healed,
and protected. By this direct and breathable
Peps treatment a cold or chill is arrested in its
first stages, and serious trouble kept off the lungs.
Peps thoroughly disinfects the throat.Of all medicinal vendors in Hongkong, Shanghai and The
Strait Settlements the Peps Co., Ltd., England for free samples
and address of nearest agent.for COUGHS COLDS
& BRONCHITIS.

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ECONOMY

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Hong Kong

"ESQ."

No doubt there have been many smiles
at the expense of the ex-major who
thought he ought to be addressed "Esq."
and "punched" the head of the junior
clerk who wrote to him as "Mr." Certainly
most people are either more
philosophic than this retired warrior, or
seek less direct ways of expressing their
displeasure. But probably most of us
would be guilty of hypocrisy in dis-
claiming any kind of concern as to the
manner in which our friends, or the
butcher and the baker, address us.
People who have always had money and
some social position find no positive
pleasure in that little wriggle at the end
of their names, though they may be very
greatly annoyed if it is omitted. But
to a young man whose early memories
are of many kicks and few brilliancies
there comes a genuine sense of rapture,
a thrill of gratified vanity, when people,
even from interested motives, begin to
recognise his claims to the "title of
dignity a degree below that of knight."

It is not in London that his joy may
be experienced in its full vividness. For
Londoners are overgenerous in their
bestowal of the style "usually conceded to
"all professional and literary men," but
properly given to the eldest sons of
knights and the eldest sons of the
younger sons of noblemen and their
eldest sons in succession, to officers of
the King's Court and of the Household,
barristers, justices of the peace while in
commission, sheriffs, gentlemen who have
had commissions in the Army and Navy,
etc.

Londoners address pretty well anybody
as "Esq." A benevolent race, they try
(in a matter that costs nothing) to give
the greatest happiness to the greatest
number. An opportunist race they care
little for the rights or wrongs of the
matter. A philosophical race, they argue
that "Esq." cannot annoy anybody, and
will probably please somebody. So the
capital "E" and the small "s" and
"q" are among the most battered letters
on a London type-writer.

In the country the distinction between
"Mr." and "Esq." is more regarded.
Whatever rank the retired tradesman
pays, whatever the horse-power of the
car he drives, there are people who will
refuse him the honorific address. The
collector of subscriptions is sometimes in
a horrid dilemma.

But "Esq." has its own moral signifi-
cance. Its use testifies to the fact urged
by Gladstone, that the Englishman is
profoundly unequalitarian; he will not
call every man the same thing, as the
French or Americans do. The over-
generosity of its use, on the other hand,
testifies to that other trait of the Eng-
lishman, his generosity. His undemocratic
temper urges him to make distinctions;
his good nature leads him to scatter
them in such quantity as to make their
bestowal of little account, and their
omission (except to very sensitive or
little-minded people) at best only a
trifling annoyance.

Gilbert argued that if Dukes were
"three a penny" there would be no
satisfaction in being a Duke. This
sounds logical, but is it quite true?
"Esquires" are three a penny or there-
abouts; but nine people out of ten like
being addressed "Esq.", even if they do
not go to the length of assaulting anyone
who writes them down "Mr." And we
believe nine people out of ten would like
to be Dukes, though Dukedoms were so
numerous as to mean nothing in particu-
lar. It would satisfy that something
in the Englishman which, while it rebels
against privilege, delights in rank.—Ez.

FIRST ROUND THE WORLD.
400 YEARS AGO.

Who was the first to journey round the
world? The navigator was a Spaniard,
Juan Sebastian del Cano. He returned
to port on September 6th, 1522, after a
three years' voyage of adventure and
privation. The voyage was made in a
tiny vessel, the *Vitoria*, of 102 tons. The
expedition numbered five vessels, and of
the 280 pioneers who set sail only 31
returned, ragged and broken. One of the
objects of the adventure was to test the
theory that the earth was round, and the
vessels sailed the Westward course to
discover a passage to the Indies. Fernan-
do Magellan, a Portuguese (after
whom the Magellan Straits are named),
was the leader. When the task was almost
accomplished he and 40 others were killed
by natives in the Philippines. The *Vit-
toria*, under del Cano, alone completed
the circling of the globe.

RATHER PERSONAL.

About half the clubs in the West End
just now are offering hospitality to the
other half while annual decoration is in
progress, and the guests of one well-known
Piccadilly Club have been caused con-
siderable amusement by the posting of two
notices side by side. One runs something
after this fashion: "Members of the
So-and-So Club have become temporary
members of this club for one month from
to-day." The other notice, also marked
"Important," gives a warning: "Mem-
bers of the club," it says, "are warned
that a gang of well-dressed crooks is
operating in West End clubs, and mem-
bers are warned to take particular care
of their coats and hats."

In accordance with his wishes, the
body of Mr. Wilfred Scawen Blunt was
buried in Sussex wrapped in his old
Eastern travelling carpet, without coffin
or casket of any kind, and without re-
ligious or other ceremony or the inter-
vention of strangers.

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Cigarettes arriving monthly—
Crown Prince, Non Plus Ultra,
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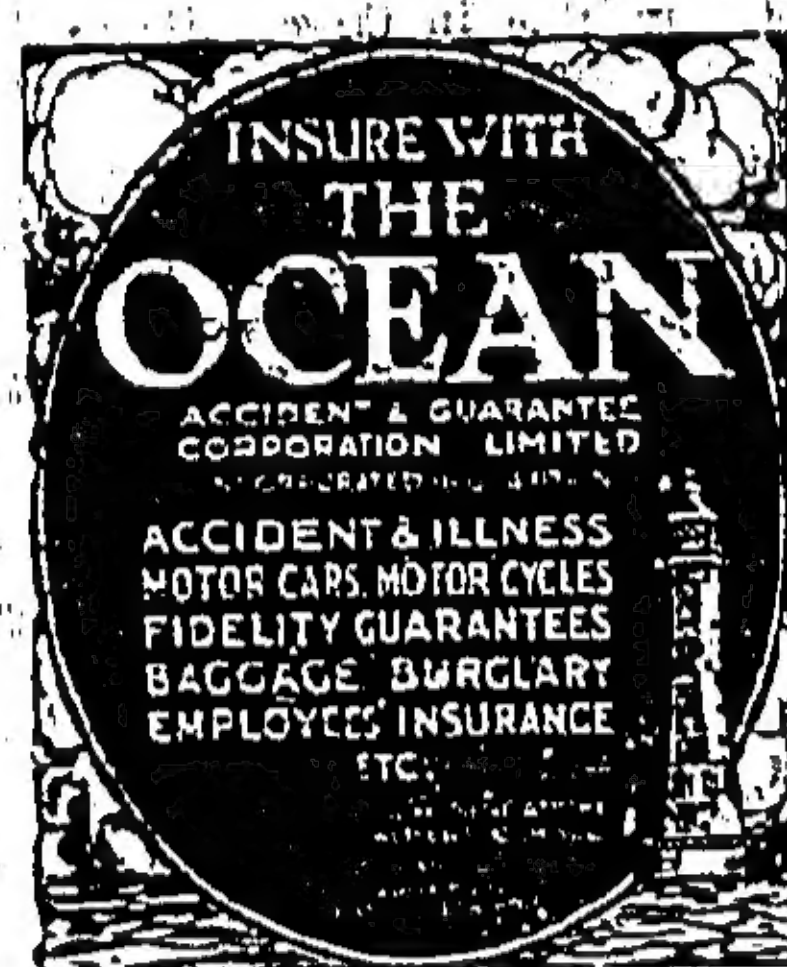
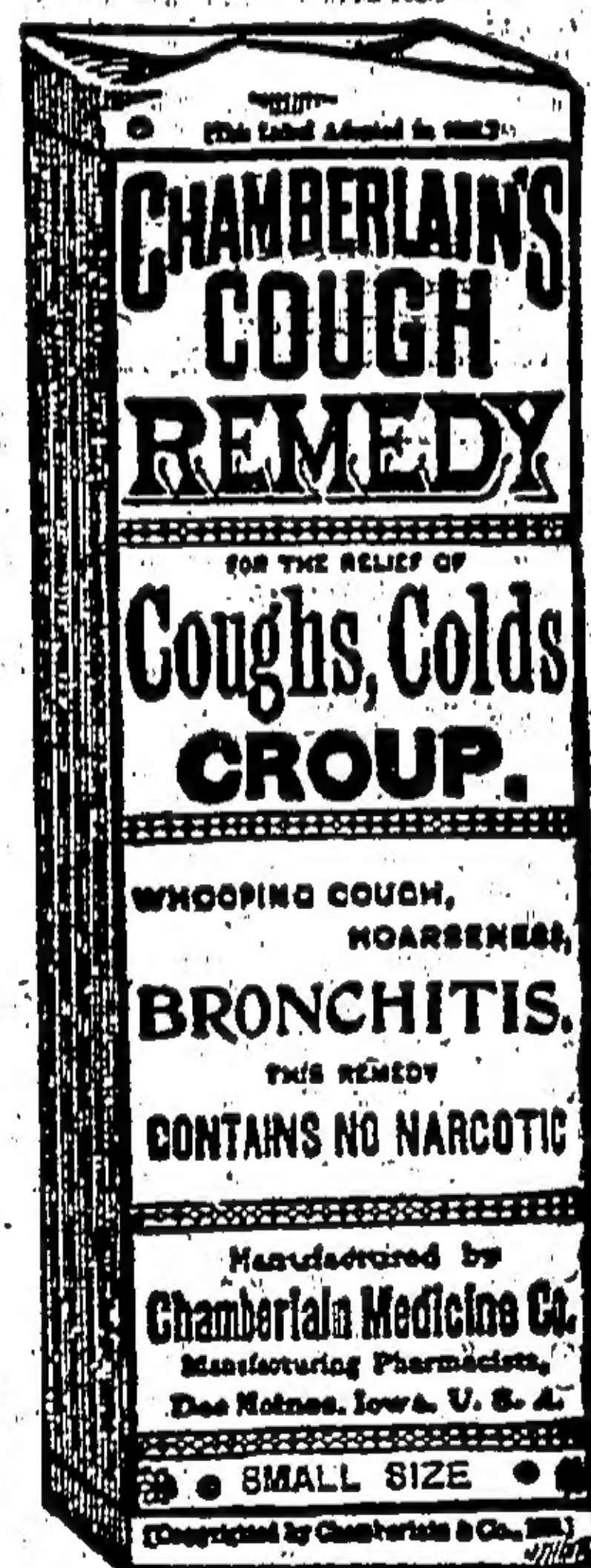
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or your glasses
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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
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LAND ENGINEERS.Motor Craft, Lighters, Barges, River
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COPENHAGEN

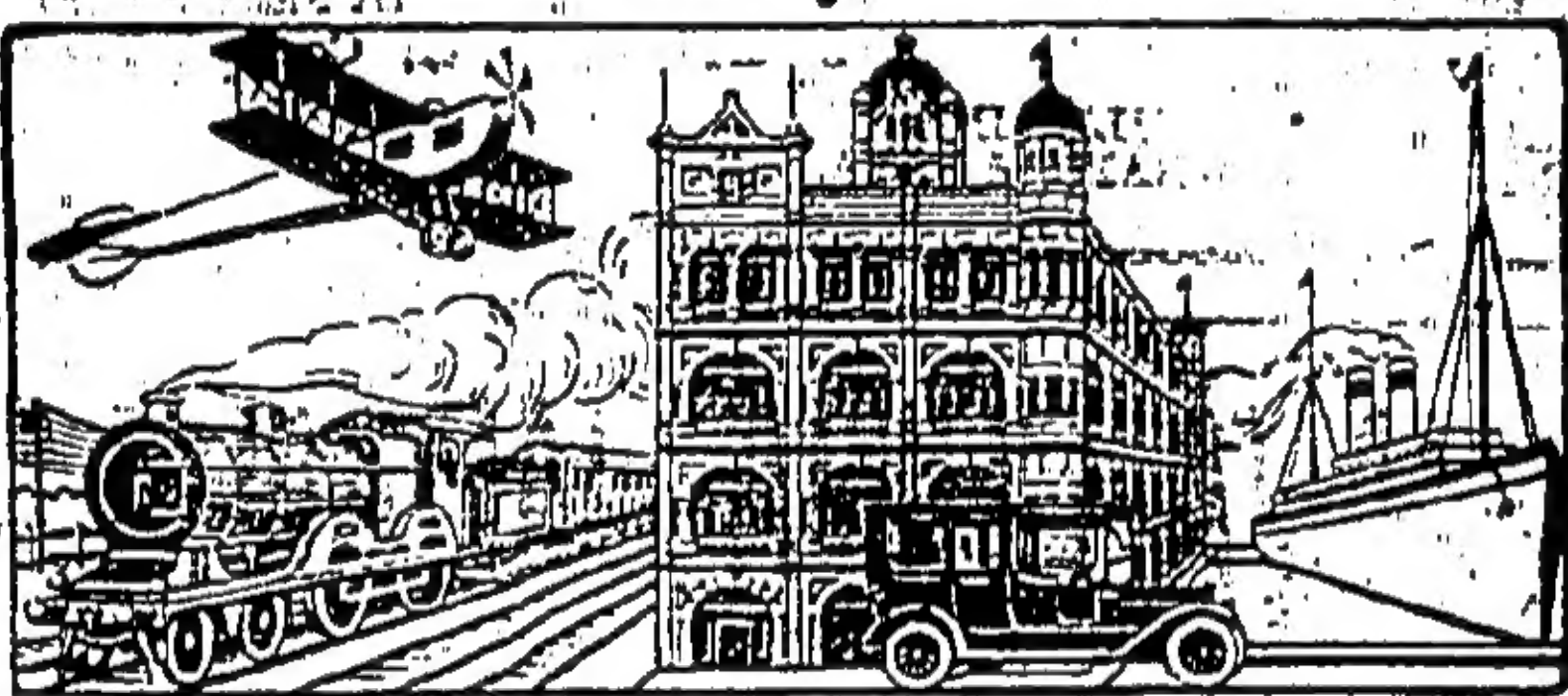
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T/S. "Parana"	12th December.	18th January.
M/S. "Australia"	10th January.	16th February.

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**OUR LONDON LETTER.****ALLIED STATESMEN AND GERMAN REPARATIONS.****SOME SIDE-LIGHTS ON IRISH AFFAIRS**

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 14th.

GOING BACK TO SCHOOL.

This week the London railway termini have been crowded with boys going back to the public schools. Some are cheerful and gay, but most of them, schoolboy-like, look glum with lessons and duty before them and the good time of the happy holidays behind. But they are all smart in their new clothes, presenting collectively a picture of clean, healthy, English boyhood that gladdens one's eyes. Suit cases, trunks, boxes of many shapes and sizes, and other nondescript baggage fill the platforms, representing an expenditure of money that many parents can ill afford in these hard times, though it has to be managed somehow as the modern schoolboy is supposed to need so much equipment. It is a change, indeed, since Tom Brown said "Good-bye" to his father outside the inn on that frosty morning and clambered up on the stagecoach on the eventful first journey to Rugby.

HIGHER FEES.

But far more serious for parents and guardians than the cost of fitting out a boy for the big schools is the level at which stand the fees. In most of the famous schools these rose with the increased cost of living and better pay for masters, and they still stand at the top figure although living costs less. The fees at Eton have approximately risen from £145 in 1914 to £230 this year, at Harrow from £150 to £216, at Clifton from £110 to £147, and at Marlborough from £85 to £145. Preparatory school fees have gone up, also, and to an even greater extent in proportion. The problem of educating boys (and girls, too) is a very serious one for vast numbers of people of the professional classes, and in an equal, or only slightly lesser, degree for the landed gentry whose incomes have been depleted by excessive taxation.

"THE DAILY HERALD."

A sympathetic welcome has been accorded Mr. Hamilton Fyfe on his appointment to the editorship of the *Daily Herald*, the congratulations coming from papers violently opposed to him in politics. Mr. Fyfe is among the successful band of journalists who left Scotland for Fleet Street. A Forfarshire man by birth, he has had a varied experience in the last thirty years. He started on the *Times* as a reporter, and was afterwards sub-editor on that paper. Later he joined the *Daily Mail*, went from there to the *Morning Advertiser*, the organ of the liquor trade, and afterwards edited the *Daily Mirror*.

I understand that his appointment to the editorial control of the *Daily Herald* was made at a private session of the Trade Union Congress. The choice of a professional journalist for the position suggests that even Trade Unionists, who are such sticklers in such matters, have awakened to the fact that editing a paper is a highly technical business, and that the old rule applies to that as it does in other things: "the cobbler should stick to his last." Mr. Lansbury, late editor of the *Herald*, was a builder!

THE UNHAPPY COUNTRY.

A friend of mine who has, greatly daring, spent his summer holiday in Ireland tells me that people outside that unhappy land cannot realise how rapidly and completely social and other conditions have changed, and are changing every day, across the Irish Channel. A wholesale re-naming of the towns is going on, but in the majority of instances the people, not versed in Gaelic, do not know how to pronounce the names, nor have they the smallest conception of their meaning.

Among minor novelties to be noticed is the painting of the post-offices and pillar-boxes a vivid green. The particular hue selected is described as aggressive. No doubt the familiar "Post Office red" that we all know so well was too much a reminder of England for the Sinn Féin authorities. The new stamps are ready for issue, but as they are priced in cents and as the proposed new coinage is not available, the stamps have to be held back. Training of Free State soldiers is being carried on by ex-army officers, who are paid five pounds a week, but are not permitted to wear a uniform.

The Irish newspapers contain columns and columns of claims which are being lodged daily against the Free State Government for loss and damage to property and other forms of injury inflicted on the people. The sums set out range from £35,000 to £20. But nobody has the faintest idea when or whether any compensation will be forthcoming. These claims are made by what might be called "the small fry" who have suffered, and they show how general is the campaign of loot and destruction. In addition, there are the spectacular dramas, like the burning of big country houses. Only last week the Irish seat of the Earl of Arran in County Mayo was burned down, involving a loss of property valued at £100,000 sterling.

ALWAYS "AGAINST THE GOVERNMENT."

The Free State Parliament has met, as the cables duly recorded, and there have been expressions of a firm resolve to put down the Republicans. The Treaty is to be upheld at all costs. But if the intention is to be made good in deed as well as in words the Free State will be kept pretty busy. There are so many people in Ireland who are a law unto themselves. Political changes do not alter the problems of human nature, and this was well illustrated by the performance of Mr. Ginnell at the first meeting of the Parliament in Dublin.

He created a disturbance and defied the chair, with the result that he had to be forcibly removed from the Chamber. This is precisely what happened when he used to sit in the Imperial Parliament at Westminster. He was then fanatically for Home Rule, and denounced the "oppressor." Now that the "oppressor" has given more than Home Rulers asked for, Mr. Ginnell is still turbulent in the house of his friends. It seems to suggest that a great deal of the age-long fulminations against England were a mask for personal spleen and self-will.

THOSE REPARATIONS!

"Reparations" is the most over-worked word in the language in these days. "How much can Germany pay?" is varied by the other form of the phrase, "How much can Germany be made to pay?" There are not many who want to let Germany down lightly, though there are some who do; and the fact that there are any at all shows how great is the volume of water that has run under the bridge since the close of the war. At that time Mr. Lloyd George promised to compel Germany to pay everybody's war debts in full, to the last penny, and to "search their pockets" for the money, if necessary. The searching of the pockets is, however, indefinitely postponed like that other classic promise to "Hang the Kaiser."

Of course, allowances must be made for the feverish excitement that prevailed when these promises (and others) were made, and the vows were doubtless sincerely and honestly meant at the time. But public opinion in regard to such things has changed, and reason tempered by a knowledge of facts has replaced the visionary hope of getting back from Germany the total costs of the war. If the Peace Treaty had been drawn up differently—if national expectations all round had not been raised so high as to what could be got from our chief foe—Allied statesmen would not find themselves faced with their present difficulties.

Germany is like a man in dire financial straits who is being pressed by his creditors, some of whom have no more compassion than a Bengal tiger, and the only thing that restrains them from extreme measures is the fear that, if pressed beyond a point when he has a sporting chance to recover, he will take the plunge and go hopelessly bankrupt.

WAYS AND MEANS.

Thus we have come to the moratorium granted to Germany, which is now operative, and we have yet another Conference of financial experts sitting to examine the position. Their job is to discover how much can be obtained from Germany, and in what way, without inflicting harm upon ourselves. The truth is at last beginning to filter down to common intelligence among the Allied peoples that the way to put things right is to assist Germany to work, and sell what she produces abroad, and in this manner pay off some, at least, of her prodigious indebtedness.

But herein is the rub, that although the Germans are willing to work and trade, their neighbours have erected tariffs to prevent or hinder them selling what they have to offer freely in the world-market. It is a queer game, this payment of reparations and indemnities, and the way it has been played by statesmen makes some people who have studied the principles of international trade wonder whether the pundits really know what they are about.

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WANTED.—Japanese NURSE for baby on the Peak and to travel to England next spring. Reply Box No. V.E, c/o *Daily Press* Office. [256]

WANTED at once English or European NURSE for Manila. Write McParsons, c/o Headquarter House. [255]

WANTED.—Chinese Competent TYPIST, with good knowledge of English by Commercial Firm. Apply, stating salary required and experience to Box No. V.C, c/o *Daily Press* Office. [253]

TO BE LET.—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowrington Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply Z, office of this paper. [234]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**SAILINGS, SUBJECT TO ALTERATION**

HAIPHONG via HOIHOW	... Friday	20th Oct.	Noon
SANADKAN	... Friday	20th Oct.	Noon
MANILA	... Friday	20th Oct.	8 p.m.
Kobe	... Friday	20th Oct.	8 p.m.
TSINGTAU	... Saturday	21st Oct.	4 p.m.
TSINGTAU via SWATOW	... Saturday	21st Oct.	4 p.m.
SHANGHAI	... Tuesday	24th Oct.	11 a.m.
BANGKOK via SWATOW	... Tuesday	24th Oct.	10 a.m.
STRAITS & CALCUTTA	... Tuesday	24th Oct.	3 p.m.
TSINGTAU via SWATOW	... Thursday	26th Oct.	10 a.m.
SHANGHAI	... Friday	27th Oct.	10 a.m.
HAIPHONG via HOIHOW	... Friday	27th Oct.	10 a.m.
SHANGHAI via SWATOW	... Friday	27th Oct.	10 a.m.
BANGKOK via SWATOW	... Tuesday	31st Oct.	10 a.m.
STRAITS & CALCUTTA	... Wednesday	8th Nov.	11 a.m.
Kobe	... Thursday	9th Nov.	3 p.m.
Kobe	... Thursday	16th Nov.	Noon

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SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when indicated on offer.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 3,000-ton steamers, "HINSANG" and "MAJISANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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Vessel	Leaves Hongkong	Discharges
"GLENGARRY"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENTIFFER"	26th Nov.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENGARRY"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENTIFFER"	26th Nov.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movement are subject to change without notice.

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HONGKONG, CHINA & JAPAN.

SHIPPING NEWS

ARRIVALS.

October 15th.

Italian, British str., 1,183 tons, Capt. E. Jones, from Hoihow, with a general cargo.—Mun Wing S.S. Co.

Huang, British str., 3,293 tons, Capt. J. M. Wright, from Calcutta, with a general cargo.—J.M. & Co.

Providence, Norwegian str., 803 tons, Capt. U. Ulf, from Newchwang, with a general cargo.—Kwong Mow Tai.

Szechuan, British str., 1,594 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B.M. & S.

October 16th.

Arabistan, British str., 4,730 tons, Capt. H. E. Watkins, Capt. Cheribon, with a general cargo.—H. M. H. Nemaire.

Busho Maru, Japanese str., 1,565 tons, Capt. S. Machihara, from Saigon, with rice.—O.S.K.

Chokung, British str., 1,470 tons, Capt. C. W. Falk, from Swatow, with a general cargo.—J.M. & Co.

City of Tokio, British str., 4,420 tons, Capt. D. Jenkins, from Singapore, with a general cargo.—Bank Line.

Fulmar, Japanese str., 1,755 tons, Capt. M. Tanaka, from Kishii, with coal.—M.B.K.

Hong Hwa, British str., 1,924 tons, Capt. A. MacKinnon, from Singapore, with a general cargo.—Seng Soon Hong.

Hydrangea, British str., 561 tons, Capt. W. J. Collum, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

Tidboat, Dutch str., 3,835 tons, Capt. T. P. Schuttenburg, from Sourabaya, with a general cargo.—J.C.J.L.

Atle Maru, Japanese str., 1,934 tons, Capt. Y. Masuda, from Crapand, with lime stone.—P. A. Lapique & Co.

Phu Samud, Siamese str., 1,200 tons, Capt. Y. Nairun, from Bangkok, with a general cargo.—B. & S.

Swingay, British str., from Canton.

Van Vollenhoven, French str., 704 tons, Capt. P. B. Morganti, from Pakhoi, with a general cargo.—Kai Yue.

CLEARANCES.

October 15th.

Toyo Maru, for Hongkong.

October 16th.

Chipsing, for Canton.

Imadous, for Shanghai.

Engle, for Foochow.

Maids, for Bangkok.

Huon, for K. C. Wan.

Japan, for Singapore.

Leuang, for Hoihow.

Providence, for Canton.

Swingay, for Amoy.

Szechuan, for Canton.

Tushun, for Shanghai.

Tai Sze Ma, for K. C. Wan.

Tymann, for Amoy.

Tyden, for Singapore.

Unkas Maru, for Keelung.

Yangtze King, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Huang*, on October 15th:—Miss Johnson, Miss Watal, Messrs. H. Carter, A. Barnes, F. Mackie, M. Braddley, Norman, Doull, Loughlin, Friend, Dees, Capt. Mooney, Miss D. Friend, Miss E. Friend, Mrs. Kiddup and child, Mr. and Mrs. Weldon, Mrs. Madoin, Mrs. Nicco, Mr. Matsuda, Mr. Yamada.

SHIPPING MOVEMENTS.

The s.s. *Meriones* (Blue Funnel) left Liverpool on October 14th for Hongkong, Shanghai, Taku and Dally, and is due here on or about November 20th.

The s.s. *Riviera* (Blue Funnel) left Port Said on October 14th for London, Rotterdam and Hamburg.

The s.s. *Yingchow* (Blue Funnel) left Port Said on October 17th for Genoa, Marseilles, Liverpool and Glasgow.

The s.s. *Troilus* (Blue Funnel) left Port Said on October 17th for London, Rotterdam and Antwerp.

VESSELS EXPECTED.

Achilles (Blue Funnel), due October 26th.

Agapenor (Blue Funnel), due Nov. 11th.

Alceus (Blue Funnel), due Nov. 23rd.

Benvenue (Ben Line), due October 23rd.

Changsha, due to-day.

City of Paris (Bank Line), due Nov. 10th.

Eastern (E. & A.), due Nov. 3rd.

Empress of Asia, due October 28th, 8 a.m.

G. Apca (Apcar Line), due Oct. 22nd.

Hakozaki Maru (N.Y.K.), due Oct. 22nd.

Kamakura Maru (N.Y.K.), due Nov. 3rd.

Nankin (P. & O.), due Oct. 22nd, 4 p.m.

Pennant Maru (N.Y.K.), due to-day.

President Lincoln (P.M.), due Oct. 31st.

President Pierce (P.M.), due Oct. 27th.

Pyrrhus (Blue Funnel), due October 31st.

Syowa Maru (N.Y.K.), due October 24th.

Togohashi Maru (N.Y.K.), due Oct. 24th.

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UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

Addressee	From
Kudamoto	Mikage
Imanishi	Kobe
Hirakata	Matsubara Hotel
St. Mark, U.S.S.	Tokyo
R. Kettlewell	Shanghai
Togohashi, Hotel Matsubara	Kobe
Renry	Shanghai
Togohashi, c/o Matsubara	Tokyo
Lianguche, L. Charles	Shanghai
9325	Chinkiang
Liysung, Kwongtaloychan, Amoy	Chinkiang
1487	Chinkiang
1144	Chinkiang
Poonliman Tackfung & Co.	Hankow
Manchunshan, Des Voeux	Hankow
Road West	Amoy
Laabing	Shanghai
7344	Shanghai
7311	Dairen
Lungshing, Great Eastern	Peking
Hotel	Peking

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

Number	Addressee	From
8190/11th Calder, King	Edinburgh	
8496/14th Cassandra	Taipei	
7388/7th Mansfield	Saigon	

WEATHER REPORT.

Oct. 19th at 10.25.—Pressure has decreased considerably over N.E. Japan and slightly from Formosa to Hongkong and the Philippines. It has increased moderately at Shanghai.

The depression between the Bonins and Japan deepened and moved rapidly to the N.E. of Japan.

An anticyclone has formed over N. China and S.E. Mongolia.

The monsoon will freshen along the E. coast of China and over northern portion of the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. 19th Oct. 0.76 inch. Total since January 1st 67.84 inches, against an average of 78.49 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
Hongkong to Gap Rock	N.E. winds, fresh; fair.
Formosa Channel	N.E. winds, strong.

South coast of China between the same as Hongkong and Lamocket No. 1.

South coast China between the same as Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 19th.

	Previous Day at 2 p.m.	10 a.m.	2 p.m.
Barometer	29.53	29.87	29.58
Temperature	81	76	79
Humidity	73	83	75
Wind Direction	E	E	E
Force	3	4	4
Weather	O	O	O
Rain	0.00	0.00	0.78

Highest open-air temperature on 18th — 82
Lowest open-air temperature on 19th — 75

HONGKONG TIDE TABLE.

From Oct. 24th to 29th, 1922.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Fri	20	h m	ft. in.	h m	ft. in.
		8 57	6 8	3 41	2 0
Sat	21	8 58	7 4	3 54	2 5
		9 01	6 6	3 37	1 5
Sun	22	9 24	7 6	3 29	2 5
		10 46	6 2	4 12	1 1
Mon	23	10 13	7 8	4 34	2 3
		11 44	5 8	4 59	1 3
Tues	24	10 33	7 7	5 25	2 3
		0 47	7 5	5 10	3 6
Wed	25	11 38	7 5	5 37	1 8
		1 59	5 1	5 48	4 0
Thur	26	0 51	7 5	7 24	2 0
		3 11	4 9	6 25	4 4

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Monday, Oct. 23rd, Noon. Nov. 27th. Dec. 12th.

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YOKOHAMA MARU ... Monday, 23rd Oct., at 11 a.m.

KAGA MARU ... Friday, 10th Nov., at 11 a.m.

MARBELLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Wednesday, 25th Oct., at 11 a.m.

FOSSIMI MARU ... Wednesday, 8th Nov., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

DAKAR MARU ... Tuesday, 7th November.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Tuesday, 24th Oct.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 14th Nov., at 11 a.m.

TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.

NEW YORK via PANAMA.

MAYEASHI MARU ... Saturday, 28th October.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Friday, 27th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Saturday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 17th Nov., at 11 a.m.

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OUTWARDS.

"CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

PASSENGER SERVICE.

"CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 "CITY OF YOKO" ... beg. Feb. ... Marseilles & London.
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

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"BELLEROPHON" ... via Suez Canal ... 25th October.
 "KENTUCKY" ... via Suez Canal ... 14th November.
 "TRUCER" ... via Suez Canal ... 15th November.
 "CITY OF CANTON" ... via Suez Canal ... 25th November.

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AZAY LE RIDEAU	—	—	31st Oct.
PORTIER	—	—	14th Nov.
ARAND BEHIC	22nd Sept.	27th Oct.	26th Nov.
PAUL LECAT	—	—	—
ANDRE LEBON	20th Oct.	24th Nov.	26th Dec.

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 SAIFONG ... Capt. W. S. Turnbull ... Friday, 27th Oct. at 12 Noon.

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S.S.	Tonnage	From Hongkong (about)	Destination
"MANTUA"	11,000	25th Oct. 11 a.m.	Bombay, Mar., L'don. & Awerp.
"DONGOLA"	8,064	8th Nov.	Marseilles, London & Antwerp.
"KANTIN"	7,000	22nd Nov.	do.
"KARMAIA"	9,000	8th Dec.	Bombay, Mar., L'don. & Awerp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,380	10th Jan. 1933	do.
"BARDINIA"	6,580	24th Jan.	do.
"NELLORE"	6,583	7th Feb.	do.
"DELTA"	8,087	21st Feb.	do.
"KALYAN"	8,083	7th Mar.	do.
"KASHMIR"	8,941	21st Mar.	do.
"KHYBER"	8,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	7,000	28th Oct.	Singapore, Penang & Calcutta
"GREGORY APCAR"	4,649	14th Nov.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	45,000	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"NANKIN"	7,000	23rd Oct. 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"GREGORY APCAR"	4,649	25th Oct.	Japan.
"KARMAIA"	9,000	4th Nov.	Shanghai & Japan.
"EASTERN"	4,000	4th Nov.	Japan.

All dates are approximate and subject to alteration without notice.

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 BUENOS AIRES-RIO DE JANEIRO, SANTO, DUBAN & CAPE TOWN—via SAIGON & SINGAPORE. PASSENGER SERVICE.
 "PANAMA MARU" ... Tuesday, 31st Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
 (Calling at Penang) ... Saturday, 21st Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
 "BUSHO MARU" ... Friday, 3rd Nov.

CALCUTTA via SINGAPORE & BANGKOK.
 "NANKIN MARU" ... Tuesday, 7th Nov.

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NEW ORLEANS LINE via SUEZ.
 "CELEBES MARU" ... Monday, 22nd Oct.

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 "JAVA MARU" ... Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI & TRINGTAO	"SECHUEN"	On 21st Oct. 9 a.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 21st Oct. 10 a.m.
NEWBOWANG	"HANYANG"	On 21st Oct. Noon.
BANGKOK	"LINAN"	On 22nd Oct. D.L.
SHANGHAI	"LUOHOW"	On 22nd Oct. D.L.
SWATOW & BANGKOK	"KINGYUAN"	On 24th Oct. 10 a.m.
SHANGHAI & TRINGTAO	"KANCHOW"	On 24th Oct. 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIKONG"	On 25th Oct. 7 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 27th Oct. 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNHONG"	On 28th Oct. 4 p.m.
SHANGHAI & TRINGTAO	"SINKIANG"	On 29th Oct. D.L.
NEWBOWANG	"PAKHOI"	On 29th Oct. D.L.
SHANGHAI	"CHERKIANG"	On 29th Oct. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Excellent Saloon accommodation, midships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weehing.

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SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Av. H'kong. for Manila, Port Banga, Sandakan & Aus. Ports.
"CHANGSHA"	17th Oct.	21st Oct. 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried; Cold-Storage; Cargo loaded through to all Australian, New Zealand & Taramani Ports.
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Fare to European Ports US\$ 880.50 First Class Throughout.

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LEAVES HONGKONG ARRIVES SAN FRANCISCO
 S.S. "PRESIDENT LINCOLN" ... Oct. 25th ... Nov. 18th.
 S.S. "PRESIDENT PIERCE" ... Nov. 8th ... Nov. 30th.
 S.S. "PRESIDENT CLEVELAND" ... Nov. 22nd ... Dec. 14th.

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

LEAVES HONGKONG

ARRIVES MANILA

S.S. "PRESIDENT PIERCE" ... Oct. 25th ... Oct. 30th.
 S.S. "PRESIDENT CLEVELAND" ... Nov. 8th ... Nov. 10th.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG AND BANGKOK.

S.S. "LAKE FIELDING" ... Nov. 4th.

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S.S. "HANOVER" ... Nov. 8th.
 S.S. "PATRICK HENRY" ... Dec. 7th.

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 S.S. "WRAG CASTLE" ... sailing on or about 18th December.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBIUM PORTS.
 FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "VENEZIA" ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIFESTE" ... sailing on or about 28th October.
 S.S. "VENEZIA" ... sailing on or about 26th November.

Passengers' Luggage can be insured at the Office of the Agents.

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From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMIAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

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